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It's a 296bhp Civic Type R rival

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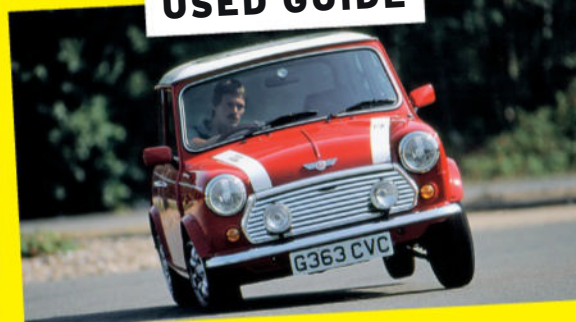
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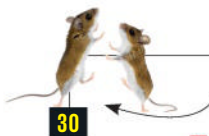
'I hear the rattle of the Reykjavik Mouse Tap Dancing Ensemble approach'

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OUR CARS

EVERY WEEK

DEALS

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OH SAY, CAN YOU SEE, A FUTURE FOR THESE EVs?

ANOTHER WEEK brings news of more firms aiming to crack the European EV market with bold, premium SUVs – except the cars featured in our news section this week aren't, as you might assume, from Chinese start-ups but two of America's biggest brands: Jeep (p6) and Cadillac (p8).

Jeep isn't a new player in Europe, of course, and it's aided by being part of the vast Stellantis empire. But the Wagoneer S is a bold diversion: the upmarket Wagoneer line has a long history in the US but is new here. To succeed, Jeep will have to win over buyers in whole new segments.

Then there's Cadillac, whose new Optiq will spearhead General Motors' return to Europe after it sold Opel-Vauxhall in 2017. That's an even bolder challenge: it's undoubtedly a famous name, but it's one with barely any recent history this side of the pond. But is that a problem in an EV market where brand loyalty isn't so prominent?

Both Jeep and Cadillac look to have credible contenders and promising technology. The big challenge that both will face is one of perception: persuading buyers that 'legacy' brands from the US – where there's still far more thirst for gas-guzzling giants than efficient battery machines – can make cutting-edge EVs.

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NEWS

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MIB system now has 'conversational' AI-powered voice control

The GTI Clubsport was developed at the Nürburgring

Track-ready GTI Clubsport returns to mark Golf's 50th

New range-topping GTI targets Civic Type R with 296bhp and 0-62mph in 5.6sec

Volkswagen has revealed the new track-honed, range-topping Clubsport version of the Golf GTI to coincide with the hatchback's 50th birthday.

The new GTI Clubsport packs a significant power advantage over the standard GTI, with 296bhp on tap from its turbocharged 2.0-litre four-cylinder, and is among the most powerful front-wheel-drive cars on the market, out-punching the Ford Focus ST and nearly matching the reserves of the fearsome Honda Civic Type R.

The updated model is due in the UK later this year, priced around £42,000. It was revealed at the Nürburgring 24 Hours race in Germany, with the circuit having played a significant role in the development of the bespoke powertrain and chassis set-up.

As well as the 34bhp power boost, the Clubsport's tuned EA888 engine increases the torque output from 273lb ft in the standard car to 295lb ft, which helps to deliver a 0-62mph time of 5.6sec – just 0.2sec off that of its Honda rival. Top speed remains electronically capped at 155mph as standard, but the optional Race package increases that to 166mph.

There is no manual gearbox option, with all hot Golfs now sending drive through a seven-speed dual-clutch automatic transmission, but the Clubsport remains heavily focused on driver engagement and its chassis has been reworked for agility and poise.

Changes to the GTI's MacPherson strut front and four-link rear suspension are claimed to give a more compliant ride in each of its driving modes. Adaptive dampers are available as part of an optional Dynamic Chassis Control (DCC) package.

With DCC fitted, the GTI flagship also receives a revised version of its predecessor's Vehicle Dynamics Manger, which allows the driver to tailor the drivetrain, steering and damping characteristics across 15 different settings.

Volkswagen brought in Sven Bohnhorst, a senior test driver at Bugatti, to help tune the Clubsport's steering, which has a progressive ratio as standard and a new software package that the company said helps to improve both response and linearity.

> The Clubsport is among the most powerful front-wheel-drive cars

UPDATED R TO PACK 329BHP

Hot on the heels of the latest Golf GTI Clubsport will be the new version of the four-wheel-drive Golf R, which is set to be among the final petrol-powered R-badged models as the performance brand prepares to become all-electric by 2030.

The next R wears a new look and features the same overhauled cabin as the other Mk8.5 Golf models.

It's tipped to produce 329bhp – up from 316bhp in the outgoing car – in line with the closely related Audi S3, with a small torque boost to 310lb ft.

Beyond that, Volkswagen is likely to launch an Edition 50 variant of the GTI in 2026 to mark 50 years since the GTI version of the Golf was originally launched. That could be the last petrol-powered Golf GTI to be launched, with a production version of the ID GTI concept (pictured below) due in 2027 as a dedicated electric successor.

Latest GTI will get 'Edition' version, like Edition 30

As with the previous Clubsport, the latest version sits lower than the standard GTI and has increased front camber, a tweaked rear axle and a more aggressive electronic diff on the front axle.

The hardcore hot hatch is marked out by a host of exterior styling changes, including a uniquely styled front bumper and chunky rear-mounted spoiler, both of which are decorated with new back elements.

As with the recently facelifted standard car, the Clubsport also adopts an illuminated Volkswagen badge to go with its reshaped headlights, which feature signature red graphics and come optionally equipped with Volkswagen's IQ Light LED matrix technology.

There are also red GTI badges on the edge of the front doors, along with traditional black Golf GTI Clubsport graphics appearing lower down and a contrasting black roof.

At the back, the Clubsport has revised 3D-effect tail-lights and a reworked diffuser with black detailing, plus twin pipes that can be upgraded to an Akrapovic sports exhaust as part of the Race package.

Volkswagen has also extended the choice of wheels for the top-of-the-line GTI. Alongside the standard 18in design, there are now optional 19in wheels. One of the optional designs, called Warmenau, is made from forged aluminium and is said to weigh just 8kg per wheel.

Inside, the Clubsport features premium sports seats trimmed in ArtVelours microfibre as standard but optionally available in leather. The cabin can be further differentiated with optional carbonfibre trim details.

The new model also receives the latest Golf's revised dashboard, which hosts a new 12.9in touchscreen infotainment display and a 10.2in digital instrument display running on the latest version of VW's MIB operating system.

MIB was first introduced on the electric-powered ID 7 saloon, and the fourth-generation system brings altered menu structures, faster processing speeds and higher-resolution graphics. It also adds Volkswagen's new IDA voice assistant, powered by ChatGPT, to control functions such as the infotainment, sat-nav and air conditioning via a more 'conversational' style of voice commands than before.

The interior revamp also means the Clubsport does away with the steering wheel's much-criticised touch-sensitive buttons for more conventional switches and buttons, and the climate control slider now lights up so it's easier to use at night.

GREG KABLE

The high-level rear spoiler wears black styling element

Clubsport's seats have ArtVelours microfibre trim

OFFICIAL PICTURES

Jeep targets Tesla with Wagoneer S

US brand sets sights on Model Y with new upmarket electric SUV; due here in 2025

The new 592bhp Jeep Wagoneer S electric SUV blends an upmarket design focus with sports car levels of performance in a bid to take on the Tesla Model Y.

The new SUV is Jeep's second battery-electric model following the small Avenger, but it's the first that will be offered globally.

It will be the first time that a car carrying Jeep's upmarket Wagoneer badge, which was first introduced in 1962 and used for a series of more premium models, has been offered here.

Jeep is hoping that a more overt focus on premium design and on-road manners will help it grow sales in the crucial D-SUV market.

Jeep CEO Antonio Filosa said the Wagoneer S will be "a global product because we think it will fit many, many consumers". He added: "It has its roots in the US, where it was developed, but it will be a very good fit for European cities. It's a D-SUV with the roominess of an E-SUV."

The launch version of the Wagoneer S also has a strong focus on outright performance, thanks to a dual-motor powertrain offering a substantial 592bhp and 516lb ft of torque.

Jeep has yet to give full details, but it has revealed the machine is able to complete the 0-62mph sprint in 3.4sec. That makes it the fastest-accelerating Jeep in history, eclipsing the V8-engined Grand Cherokee Trackhawk by 0.3sec. More significantly, that time narrowly eclipses the Model Y Performance – an achievement that has been highlighted in a Jeep promotional video showing the Wagoneer S taking on the Tesla in a time trial.

The Wagoneer S will be one of the first production models to sit on the new electric-focused STLA Large platform, which has been developed by parent firm Stellantis for a wide variety of vehicles, powertrain layouts and battery sizes.

The Wagoneer S features a 100kWh battery for a claimed range of more than 300 miles. It uses 400V electricals, and

Luxurious cabin has four digital dash displays

Aerodynamic body scores a low drag rating of 0.29Cd

Wagoneer S sits on Stellantis's new STLA Large platform

while Jeep hasn't disclosed a maximum charging rate, it has claimed that a 5-80% charge will take 28 minutes.

The new Stellantis-developed motors in the Wagoneer S are described as three-in-one units that combine the motor, gearing and electronics, and they're mounted on each axle to offer four-wheel drive. They're twinned with Jeep's Selec-Terrain traction management system with five drive modes, including Snow and Sand. The front motor also features wheel disconnects in order to reduce energy consumption at a cruise.

Jeep said the STLA Large platform offers several structural benefits, claiming 35% improved body torsion stiffness for the Wagoneer S compared with previous similarly sized Jeep SUVs, along with notably reduced noise and vibration levels.

The Wagoneer S is a significant stylistic departure from previous Jeeps, having a smoother and more streamlined body for improved aerodynamics. The traditional seven-element grille has been reimagined as a seven-slot sculpted fascia that includes ambient lighting elements.

The sleek bodywork has been integral to achieving a drag coefficient of 0.29Cd – the lowest yet for a model from the brand – and is key to maximising range.

A premium focus is clear from the interior of the Wagoneer S. Noting that the original Wagoneer was "innovative in its time" for blending "premium touches with technology", Jeep design chief Vince Galante said the same philosophy has been applied to the new car.

Jeep cites a total of 45in of interactive screens housed in a 'wing' sculpture: a 12.3in digital driver display, a 12.3in central touchscreen and a 10.25in passenger screen. There's also a smaller screen below for the climate control.

In a clear nod to Tesla, Galante also noted that the decision to integrate the screens in a single panel rather than a 'floating' tablet in the middle of the vehicle was "not our methodology". He added: "This is a Jeep: if you want the technology off, if goes away."

The interior is clearly aiming for a premium customer, with a spacious cabin, a sizeable 866-litre boot, a twin-spoke sports steering wheel and a 19-speaker McIntosh audio system. Black ceramic-coated aluminium appliqué features on key touch points, which Jeep said is scratchproof and fingerprint-resistant. There's also substantial use of recycled and recyclable materials, with the seats and instrument panel made from synthetic materials.

The Wagoneer S will be launched in the US later this year, before arriving in the UK early in 2025. UK pricing and specifications have yet to be finalised.

While it will arrive with a dual-motor powertrain, the line-up will grow in the future, likely encompassing a range-maximising single-motor version and possible performance models.

While the Wagoneer S has been conceived as a bespoke EV, Filosa has previously said that Jeep could consider a combustion-engined version in the future, depending on EV demand.

JAMES ATTWOOD

> "The launch version has a dual-motor powertrain that offers 592bhp and 516lb ft"

Q&A ANTONIO FILOSA, CEO, JEEP

Jeep has never offered a Wagoneer in Europe before. Can you sell the concept of a more upmarket Jeep here?
"You're right, it's new to Europe, but the product is very sophisticated, and European consumers are very sophisticated. There's a lot of technology, done in a very subtle way, and the selection of materials is very refined. Even if Jeep Wagoneer doesn't have the same tradition as in the US, the product itself is very European."

Will you consider other variants, such as a two-wheel-drive version with a lower price and a greater range?
"The Wagoneer S is BEV-only: the multi-energy strategy doesn't apply now to Wagoneer. Let's see in the future, because the platform is versatile. This is the launch edition; we will have more and the characteristic of each will be different. We start with this one because we're keen to offer the fastest Jeep ever. Later we will have a lower version, and then we will complete the line-up with other versions. Some will be unexpected we will try to surprise the market."

You have very clearly targeted the Model Y. Why?
"We are a very well-established automotive brand, paying respect and tribute to two things: one is the current leader in the US in BEV, the Tesla Model Y. We have a lot of respect for a very successful model. We are in a competition, and we recognise strong competitors that inspire us to push our limits. The other is our legacy: we got where we are by being consistent with our values. Our legacy sets standards we need to pass."

PIONEER OF THE LUXURY SUV FORMAT

The original Wagoneer was launched in 1962 – predating the Range Rover by eight years – as a replacement for Jeep's Station Wagon. It sat on a pick-up chassis but had an estate body that was more car-like than other 4x4s on the market. It offered luxury features including power steering, a factory-fit stereo and optional air conditioning.

The Wagoneer eventually expanded into a whole product line before it was discontinued in 1993. It was revived in 2021 by a 5.5m-long, I6/V8-engined SUV.

Cadillac targets UK with Optiq EV

American brand's Audi Q4 rival to go on sale this autumn; larger Lyriq set to follow

The new Cadillac Optiq will be launched later this year as the first car in General Motors' new UK market offensive.

Positioned as the "luxury entry point" into Cadillac's electric line-up, the battery-powered SUV will rival the Audi Q4 E-tron and BMW iX3 when it lands this autumn.

The larger, BMW iX-chasing Cadillac Lyriq SUV, which is on sale in some European markets already, will join it soon after.

The new offensive comes seven years after GM in effect pulled out of Europe following the sale of Opel-Vauxhall to the PSA Group (now Stellantis).

Since then, GM has maintained a limited import operation for the Chevrolet Corvette and Cadillac XT4 crossover, which is the only car the upmarket brand officially sells in the UK at present.

However, in 2021, the American giant created a new European division, with its HQ in Zürich, Switzerland, and has been gearing up for an all-electric reinvention, spearheaded by Cadillac.

GM has invested significantly in its Ultium EV platform, which underpins the Optiq and Lyriq, and plans to offer an electric line-up globally by 2035.

When it arrives later this year, the top-spec Optiq will be powered by a dual-motor, four-wheel-drive powertrain that makes 300bhp and 354lb ft. Full European specifications have yet to be released.

The Optiq's 85kWh battery is said to be good for a range of up to 300 miles (although

CADILLAC CONSIDERS SPORTS CARS AND PICK-UPS

Cadillac will target different segments once its two upcoming electric SUVs hit European roads, GM Europe boss Jaclyn McQuaid has told Autocar.

Key to this, she said, is the "flexibility" of the firm's Ultium electric architecture.

Asked if this meant the structure could be scaled for smaller cars, such as sports cars, and larger models, such as pick-ups, she said: "There is nothing stopping us from that."

However, she added that doing so "must be right" for customers.

"Right now, our focus is on our initial two products, but we have a lot of future ambitions," she said. "Much of what we are doing is talking to customers."

Laminated glass rear quarter panel is a Caddy design cue

VW GIVES PEEK AT NEW TRANSPORTER

The next-generation Volkswagen Transporter has been previewed ahead of its September launch. The Ford Transit Custom-twinned van sports a thoroughly overhauled design and will offer diesel, plug-in hybrid and electric powertrains.

COSWORTH SEES ITS FUTURE IN ICE

Engine maker Cosworth will continue to focus on ICE powertrains beyond 2030, its new CEO Florian Kamelger (right) has told Autocar. The UK firm will continue to push into the luxury market as it eyes long-term sustainability. "Luxury is ICE," he said.

this figure has not yet been homologated) and Cadillac claims 10 minutes of charging will add 79 miles of range.

Measuring 4820mm long, 2126mm wide (including door mirrors) and 1644mm tall, the Optiq is a bit larger than the Q4 and iX3. Its wheelbase, at 2954mm, is some 150mm shorter than that of the Lyriq.

The Optiq features bold styling, with a front end dominated by a large 'black crystal' grille design that incorporates Cadillac's signature vertical daytime running lights.

The cab-rearward silhouette is claimed to offer "exceptional aerodynamic performance".

The quarter panel behind the rear door, made using laminated glass, is another Cadillac design hallmark.

Inside, the EV majors on technology and luxury materials, and buyers will be able to choose between Luxury and Sport trims.

The dashboard is dominated by a 33in horizontal LED display with 9K resolution. This houses the digital driver's display and Google-powered infotainment. It also has a 19-speaker stereo and a light bar on the steering wheel.

The Optiq starts at $54,000 (£42,340) in the US; Cadillac is yet to disclose pricing for European markets.
SAM PHILLIPS

High-spec cabin's dash is dominated by 33in display screen

M8-based Concept Skytop is ready to be homologated

BMW Skytop ready 'within a year' as limited-run Z8 revival

BMW'S CONCEPT SKYTOP is ready for homologation and could be produced in very limited numbers.

Company bosses say the 8 Series-based concept, which was revealed at Concorso d'Eleganza Villa d'Este on 24 May, could be in showrooms as early as next year, with a production model possibly wearing a Z8 badge.

It will be powered by the M8's 4.4-litre twin-turbo V8, tuned for 626bhp, and use the M car's interior.

Concept takes some cues from old Z8 roadster

It was inspired by the Z8 and has several design nods to the 2000s roadster.

BMW design director Adrian van Hooydonk said: "The headlights, the tail-lights, they're new. They're as slim as we could possibly make them. We know they could be homologated. If we do it, we should do it in a very limited production, like we did with [50-off] 3.0 CSL.

"Then that would make sense; then it becomes a dream car, maybe an instant classic. We could deliver within a year if we were to go that way."

ELECTRIC M3 TO ARRIVE 'BY 2027'

BMW's highly anticipated electric super-saloon will likely be ready by 2027.

Speaking at Concorso d'Eleganza Villa d'Este, BMW M CEO Frank van Meel said: "It may be ready by 2027. We will see."

He added that an electric M3 and an ICE M3 would likely be "two different cars" because of the need to focus on outright performance. "And with that, we cannot compromise," he said.

BMW has already filed to trademark 'iM3' with the European Union Intellectual Property Office, hinting at the name for the long-mooted electric M3.

AUTOCAR IMAGE

BENTLEY PICKS PORSCHE'S WALLISER

Bentley has named Porsche vehicle development chief Frank-Steffen Walliser as its new boss. The German, who helped bring the 918 Spyder to market, succeeds Adrian Hallmark, who in March announced a shock switch to Aston Martin.

CITROEN CLAIMS 'CHEAPEST EV' CROWN

The Citroën ë-C3 will become the UK's cheapest fully electric car when it arrives in July, costing from £21,990. With a 44kWh battery and a 111bhp motor, it has a range of 203 miles. Meanwhile, the new petrol-engined C3 is priced from £17,790.

Major reworking for 1 Series

Diesels and manual 'boxes dropped as BMW looks to build on sales growth

BMW has given its 1 Series a muscular, tech-filled makeover and ditched its manual gearbox and diesel offerings as it marks 20 years since the launch of its best-selling car.

The refresh is intended to continue the third-generation hatchback's sales trajectory; it recorded a 64% rise to 22,855 in the UK last year.

The revamp allows the 1 Series to keep pace with its Volkswagen Golf and Audi A3 Sportback rivals, both of which received significant restylings earlier this year but still retain the option of a manual transmission. Volkswagen also still offers diesel powertrains.

With the line-up slimmed to three models and entry-level SE trim dropped, the starting price has inflated by £2325 to £31,075 for the Sport 120i, with the line-up topping out at £42,125 for the M135i xDrive.
WILL RIMELL

POWERTRAINS
It's seven-speed automatic only for the new 1 Series, with BMW having ditched the manual stick. The engine line-up has also been slimmed, with diesels dropped and just three versions now offered: 120 Sport, 120 M Sport and the hot M135i xDrive, which has had its power reduced by 6bhp to 300bhp.

FACE
A lowered, slimmed and angular design gives the 1 Series a quite dramatic and sporty new look. The once XM-baiting kidney grilles have been streamlined for a more classic look, and the grille has been given a touch of modernisation with the addition of diagonal bars.

INTERIOR
Quite a big redesign here, but the main change is the arrival of the BMW Curved Display, bringing it in line with sibling models. The number of buttons has also been slashed, which includes the once-manual climate control.

ID 7 saloon joins GTX performance ranks

ID 7 GTX gets a 53bhp boost in power to 335bhp

VOLKSWAGEN'S FLAGSHIP ID 7 saloon is the latest model to get the GTX treatment, with a 335bhp range-topper.

The ID 7 is the latest electric model to wear the German brand's new sporty badge, following the GTI-spirited ID 3, ID Buzz and the technically related ID 7 Tourer.

The ID 7 GTX shares the same dual-motor powertrain as its Buzz and Tourer siblings, which ups power by 53bhp over the standard model. Volkswagen also claims a sub-6.0sec 0-62mph time.

The ID 7 GTX is powered by the same 86kWh battery as the not-yet-UK-bound ID 7 Pro S, which can be charged at up to 200kW for a 10-80% charge in less than 30 minutes.

Volkswagen is yet to confirm the ID 7 GTX's range, but given its more power-focused billing, it will likely be less than the 325-mile range of the Pro S.

Like the ID 7 GTX Tourer, the saloon's chassis and dynamics

REAR
Fresh, two-part light design and a lowered bumper – with black diffuser-style design – mirrors sportier look of the front. Tailpipes are hidden on all models bar the M135i xDrive.

have been tweaked to deal with the increase in power.

The ID 7 GTX gains a sportier steering set-up, and buyers can add the firm's Dynamic Chassis Control (DCC), which uses a revised dynamics manager to offer customisable handling.

The new EV gets some sporty styling cues, such as a bespoke front bumper, LED 'arrowhead' DLRs and black gloss trim. The interior is identical to that of the GTX Tourer, with sports seats embellished by red stitching and GTX lettering.

Volkswagen is yet to confirm pricing for its new hot saloon, but it's likely to cost in excess of £60,000.

Lancia revives HF with hot hatch EV

AN ELECTRIC HOT hatch based on the new Lancia Ypsilon will be the first to wear the Italian brand's revived HF performance badge.

The Ypsilon HF makes 237bhp, suggesting it uses the same front-mounted motor as fellow Stellantis brand Abarth's 600e.

It also gets a lower, wider suspension set-up than the regular Ypsilon and can do 0-62mph in 5.8sec.

A launch date for the HF hasn't yet been set, but with the Mk4 Ypsilon already on sale in Europe, it's plausible that it will arrive in 2025.

A potential UK return for Lancia is also unconfirmed.

This EV is the first Lancia to wear the HF badge since the second-generation 190bhp Delta HPE HF went out of production in 1999.

Showcasing the car's design for the first time, Lancia also confirmed that it will return to off-road competition with a new combustion-engined Rally4 challenger based on the Ypsilon HF.

237bhp Ypsilon HF EV will spawn an ICE Rally4 car

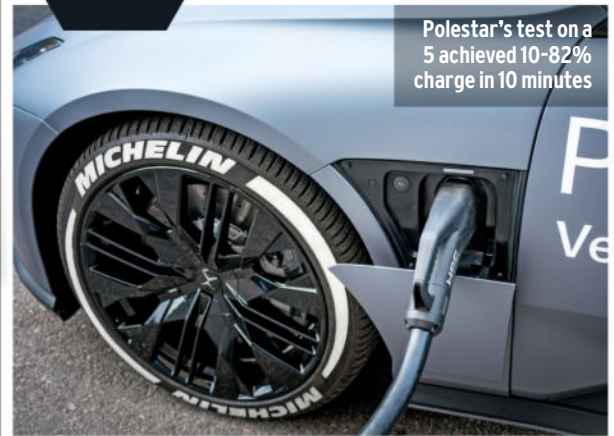
AUTOCAR IMAGE

VW IS LOOKING UP WITH £17K CITY EV

Volkswagen has officially confirmed its plans to launch an entry-level electric city car with a price of €20,000 (around £17,000). The future Citroën ë-C3 rival, which has a target launch date of 2027, will channel the spirit of the now-axed Up and could even take that name – or ID 1 – when it arrives.

UNDER THE SKIN
JESSE CROSSE

FAST CHARGING TECH IS MOVING UP A GEAR

Polestar's test on a 5 achieved 10-82% charge in 10 minutes

EMERGING technologies are often flawed in a way that makes it impossible to imagine them improving beyond that stage. Such is the case with BEVs and the still thorny issue of how long it takes to charge one on longer journeys. Leaving charger availability aside for a moment, 45 minutes to bring a 400V car from 10 or 20% charge back up to 80% and, say, 30 minutes to do the same for an 800V car is still unacceptable to many drivers.

Back in 2021, we reported on how Storedot had developed a silicon-dominant lithium ion battery anode technology, which it called XFC (for 'extreme fast charge'). The technology was still at the laboratory stage at the time, but the firm expected it would cut charge times by 50% with no extra cost.

Recently it was proved that the technology works not only at laboratory level but also in a full-size battery pack fitted in a current, driveable, car. The test was carried out by Storedot's technology partner, Polestar, using a prototype Polestar 5. Polestar's engineers set up a test to charge the battery from 10% state of charge (SOC) to 80% within 10 minutes, but actually the technology exceeded expectations by a slight margin, reaching 82% in the allotted time.

A 77kWh battery pack was specially commissioned to fit the car, and Polestar said it has the potential for capacity to be tweaked to 100kWh. As it stands, the 10-minute charge time would be equivalent to a range increase of 200 miles.

The reality of operating EVs on longer trips, though, and what numbers like these add up to in real-world convenience terms, often won't tell the whole story. One key point to emerge from the test relates to a marked improvement in the charge curve. Normally, fast charging rates can drop significantly as the battery's SOC increases during charging, so by the time a battery reaches 80%, it may be charging at a much slower rate than it was at 10% or 20%.

In this test, the opposite happened. Polestar engineers saw the charge rate increase from 310kW at 10% SOC to more than 370kW at 80%. This makes it far more worthwhile to grab a 'splash and dash' charge while stopping on a trip for some other reason, when the battery isn't that depleted. A driver plugging in at 50% SOC could be away again at 80% in just five minutes.

Those 10- and five-minute timescales are much closer to that of refuelling an ICE car with petrol or diesel, especially given that there's no need to stand there holding the pump, then maybe queuing to pay.

Apart from the obvious convenience to the driver doing the charging, ultra-fast charge speeds will also free up chargers more quickly for the next person.

Polestar believes this to be a world-first. It said nothing was added outside the battery pack and the 5 still had its standard cooling pump and fan.

It also said the battery technology could appear in its production cars in the next two to three years.

Premium brands take autonomy lead

Level-three tech roll-out faltering as volume brands weigh up cost against benefit

Ford has been testing its BlueCruise L2+ tech on UK roads, including busy M25

Next CLA capable of full autonomy

MERCEDES WILL OFFER hands-off driving tech in the third-generation CLA when it's launched next year.

The urban driving-focused level-two-plus system, which relies on a combination of ultrasonic sensors, cameras and radar, is planned for all the upcoming compact cars on Mercedes' new multi-powertrain MMA platform.

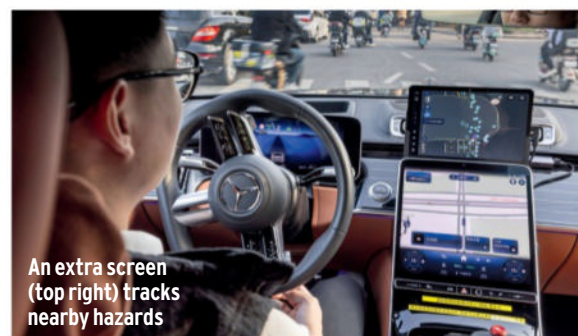
The brand's latest self-driving system, which is an extension of the existing Drive Pilot tech, autonomously accelerates, brakes and steers. The driver still has to remain alert and occasionally take control of the steering wheel when a warning sounds, however.

New saloon will let you take your hands and eyes off the road

WE RIDE IN A SELF-DRIVING MERCEDES

Autocar has been able to sample Mercedes-Benz's yet-to-be-named autonomous driving tech at the German car maker's Beijing research centre, with a drive in one of a fleet of S-Class prototypes.

The first thing you notice is the extra digital display, which maps all road users in the car's vicinity, from pedestrians to trucks.

For the tech itself, simplicity is the name of the game. After selecting a destination via the navigation system, the autonomous mode can be triggered

An extra screen (top right) tracks nearby hazards

Car makers are sharply divided on whether to offer level-three (L3) autonomy as they weigh up the cost versus the reward.

Currently only BMW and Mercedes offer 'hands-off, eyes-off' autonomy in their flagship limos, and then only in Germany and select American states at traffic jam speeds.

More cars are scheduled to join their ranks, with a total of 25,000 L3-enabled global sales forecast for this year, rising to more than a million in 2026, according to Counterpoint Research.

But who will join the two German brands? The cost of the technology is very much in the premium range. Renault recently took itself out of the running, and Volkswagen is similarly wary of the cost.

"We are not premium or luxury," Volkswagen CEO Thomas Schäfer said. Instead, he flagged demand for hands-off, eyes-on level-two-plus (L2+) tech, which allows the car to take over many of the driving functions but with the driver supervising at all times.

Mercedes is likewise looking to introduce L2+ tech in its next CLA (see bottom left).

Ford already offers that capability via its BlueCruise system, the success of which has emboldened the firm to look to the next level.

"I think level-three autonomous is not far away," said Martin Sander, head of Ford's passenger car division in Europe. "Our level three will be much safer than a driver."

JLR is also bullish on L3 as it looks to keep pace with rivals.

"For the modern luxury customer, level three will be a really important part starting with highways," said product strategy director Tom Stringer. "It's a really important place for us to aim."

He also acknowledged the difficulties, however: "It comes with the switch in responsibility to the OEM. It's an enormous step in a number of ways."

A launch this decade is a "possibility", Stringer added.

The risk/reward equation doesn't add up even for some luxury brands. Bentley is passing on "dangerous" L3, former CEO Adrian Hallmark told journalists earlier this year.

So far, even though L3 automated lane-keeping is legal in the UK, no maker has yet homologated a car with such a system for use here.

Self-driving cars already exist in a few countries

Surprisingly, the forecast jump to a million sales in 2026 isn't expected to be driven by Tesla, despite the American EV company already offering a product it calls Full Self Driving (FSD, latterly with the addition of 'Supervised' in recognition of the fact that it's actually L2+, not L3). However, given that Tesla is attempting to move to full autonomy using just cameras, that's a tall order.

Instead, Counterpoint Research believes China will account for the biggest growth in L3 offerings. A slew of 'smart' EV brands (Xpeng, Nio et al) claim to have developed China's version of Tesla's FSD, and the goal for most Chinese manufacturers is to offer L3 autonomy to the nation's beleaguered, traffic-choked buyers.

China currently doesn't allow L3 but has issued L3 testing licences to a range of brands. Even so, Counterpoint believes L3-capable cars will account for 10% of all cars sold there by 2028.

VW may be bearish on L3 in Europe, but not in China.

"China is a different story," Schäfer said. "Because of the regulations there you can go further and faster."

China's speed of L3 development could be replicated in Europe (Zeekr has earmarked 2025), despite the need for different mapping, driving policies and software.

As critical sensors such as lidar become cheaper and artificial intelligence becomes smarter, L3 will eventually trickle down to an affordable level.

Until then, L3's achievement will only be to allow a few more rich people to send a few more emails in a select few countries.
NICK GIBBS

> "China will account for the biggest growth in level-three offerings"

Autonomous S-Class proved capable in Beijing rush hour

via a steering-wheel button once you've set off manually.

On our drive, the car heads on to a busy four-lane arterial road in the south of the Chinese capital, accelerating up to the limited 60kph (37mph) and changing lanes without any prompting from the driver.

After a mile or so, we encounter the first traffic light, at which the car comes to a halt in the far left-hand lane. This positioning is important. When the traffic light turns green, we creep forward until we reach a major intersection. The prototype halts again as it begins to sense vehicles travelling in the opposite direction.

When that traffic is halted by a red light, the prototype begins to again follow the route, performing a U-turn.

"The U-turn function is one of the most difficult to program," says Mercedes-Benz's chief software officer, Magnus Östberg. "Not a lot of companies have the competency to offer this."

Bugs were found, of course. On occasion, the system would suddenly apply the brakes when other cars swerved in and out of lanes. It also proved slow to respond to opportunities when the traffic cleared, clearly prioritising safety over road position.

"We're putting the final touches to the software," said Östberg. "There is some calibration work to come."

Nevertheless, the 30-minute prototype drive, in the midst of Beijing's rush hour, proved that Mercedes is close to realising its goal.

Will it come to Europe? Mercedes said that's in the hands of the politicians. **GK**

SECRET SOURCE
OUR INDUSTRY INSIDER

BORROWING someone else's car is fraught with potential issues, especially if you work for a car company and the car in question is the boss's pride and joy. But sometimes needs must and a car needs to be driven for business reasons.

One public relations manager was instructed to drive the MD's car for press photos. It was the first of a limited run, with a supercharged 500bhp. It started to snow as the PR boss headed out, and after a couple of unintentional sideways moments, he wisely abandoned the car at a dealership and took a taxi home.

Another PR man was less careful. He borrowed the CEO's high-powered saloon for 'familiarisation purposes' but within a few minutes had put it in a field. He called the workshop to demand they retrieve the car and repair it over the weekend.

The unimpressed technicians claimed the gates had been locked by the time they got back, forcing them to unload the car at the front of the office.

Inevitably the CEO was first in on the Monday, and the PR man found a Post-it note on his desk, summoning him in for an 'urgent meeting'.

Callum's pick-up will share its powertrain with Skye sports car

Skye's not the limit for Callum

New UK firm plots rugged commercial vehicle to follow £80k all-terrain sports EV

The creators of the Callum Skye all-terrain electric sports car are developing a utilitarian pick-up variant, complete with a pared-back interior, a longer wheelbase, a wider track and, crucially, a lower entry price.

The commercial-focused truck will be based on the headline sports car but target customers working in fields such as forestry, quarrying or delivery services. It will offer all-terrain ability "suitable for proper utilitarian work", according to Ian Callum, boss of the Callum design agency.

The Warwick-based firm is aiming to reduce the pick-up's purchase price compared with that of the £80,000 four-seater, with an eye on making it more accessible, and Ian Callum said increasing volumes was key to achieving that: "If somebody were to ask me why it costs £80,000, I'll say 'because that's how much it costs to build them'. Unless you're going into 40,000-50,000 units per year, you can't make them any cheaper."

His company has already said it will make between 50 and 250 Skyes per year.

Speaking at the launch of the hardtop, Callum told Autocar: "The utility version of this vehicle is going to be a commercial-type car. We have looked at a utility version, which will be more pared-back so won't have rear seats. Maybe some of the trim will be less expensive and it might not have carpets."

It will retain some of the technology seen on the launch car, including a dash-mounted 10in touchscreen, but physical buttons remain key, in line with an analogue ethos that will define all Callum products.

"Most of our controls will be physical switches," Ian Callum said, "and the read-outs will be on a screen. In our case we will make almost everything a physical switch. There will be screens on the switches of some kind, perhaps, but there will be physical buttons."

The utility model will likely share the Skye's 42kWh battery and 247bhp twin-motor drivetrain, but it's expected to be slightly longer and feature a wider track.

At 1150kg, the Skye is already one of the lightest EVs around, but the pick-up variant's lack of rear seats and minimalist interior could cut that weight figure further still – and would likely make it the UK's lightest pick-up.

Development of the Skye and any future derivatives will take place around the Midlands and farther afield, with Callum aiming for a more extreme testing programme for this and its future cars.

Callum engineering director Adam Donfrancesco said: "I think I'm quite keen to turn it into more of an adventure. We're a small team. These little test trips will become little adventures, rather than going out on data trips like OEMs do."

JONATHAN BRYCE

Physical control switches will have a place in all Callum cars

Q&A IAN CALLUM, DIRECTOR OF DESIGN, CALLUM

How do you balance physical controls and touchscreens?
"I believe that if a function has to be used while you're driving, it needs to be a tactile switch. If it's a function that you can set while the car is stationary or the passenger can perform in a way that doesn't directly affect the person driving the car, it can be on the touchscreen."

Do you believe the best cars are ones that are compromised?
"One of our attributes to driveability is light weight, but we have to make sure the other attributes aren't sacrificed. At an OEM, everyone wants to be the best of everything, so you end up with a car that appeals to everyone, and that's not the best car. You should only compromise the areas that matter less to people."

Will you be able to make a profit on the Skye?
"We intend to. That's in the business plan. Margins can be tilted by the simplest of occasions. Things can go one way or the other. You have transportation, shipping costs etc. It's not something you're entirely in control of."

Matt Prior

TESTER'S NOTES

Eye-catching dihedral doors give McLaren cars a distinct doomscrolling advantage

I just briefly opened LinkedIn to check on responses to a job ad I'd shared, and as I scrolled quickly through some posts written in curiously short sentences. Like this. But each a new paragraph too. I noticed a picture of a car.

It was only on the screen for the briefest flicker of a moment as I scrolled past, but I immediately knew who had made it: not by colour, nor by location, but because its doors were open. Ah, dihedral doors: a McLaren! A glimpse was enough for it to be immediately recognisable.

Now, McLaren has not been without ongoing problems. It lost £873 million last year, prompting Bahrain's sovereign wealth fund, already its biggest stakeholder, to take full ownership in April. The company's first quarter of this year was better, following the launches of the 750S and Artura, but still wasn't ultimately profitable. And noting how hard it is for an independent car maker with a small range and small sales to make money, McLaren says it is "continuing to explore OEM and/or technical partnerships with industry partners".

> "I couldn't tell you which McLaren it was, but I knew in an instant who had made it"

While we love driving McLaren's cars, I think of its range as quite crowded. In last month's Q1 earnings release, McLaren said it operates in "distinct segments", including Grand Tourer (GTS), Supercar (Artura) and Supercar (750S). But I'm not sure how distinct those segments truly are. These are all two-seaters, mid-engined, similarly-tubbed and similarly proportioned. And if you browse the McLaren Cars website for the GTS, it mentions the car being a 'supercar' or having the DNA of one six times but doesn't use the term 'grand tourer' or 'GT' once. If customer-facing blurb doesn't make its purpose distinct, what chance for the potential buyer?

Perhaps as a result of this crowding, I couldn't have told you which McLaren I scrolled past today, but I thought it at least encouraging that I knew in an instant who had made it. McLaren first used dihedral-opening doors on the F1, and they were later adopted by the 'new' range of cars that began with 2011's MP4-12C. They have been used on every model since, bar the doorless Solus GT (from McLaren's Ultimate range, the one truly differentiated area of the model line).

On seeing them today, I felt a bit differently about them. Those doors felt like heritage. Only 13 years of it in 'new' McLaren Automotive terms, but still. They didn't seem novel; they felt establishment. Despite the ongoing troubles, I felt encouraged by that, too.

Mega-mile Merc wins our 'reduce, reuse, recycle' award

■ One for fans of leggy cars. Classic & Sports Car's editor-in-chief and former Autocar staffer Alastair Clements was in Madeira at the weekend for the island's Classic Car Revival event, where he spotted a Mercedes-Benz W123 taxi among the Mercedes Vianos and Volkswagen Sharans.

"I had a chat with the driver and he told me he'd had this 200D manual for 40 years and had done 1.1 million miles in it," says Clements. "It's still on its original motor, which has only had new bearings and rings. It's a Madeira car from new, and it replaced a 180D Ponton – which he still owns. People simply don't chuck things away there: there are circa 2000 cars on Madeira, around 500 of which were at the amazing event."

A quick look at Google Maps gives Madeira a circumference of (very) roughly 80 miles. Divide 1.1 million by 40 years and you get 27,500, and that divided by 80 is 343. Which suggests that the Merc has lapped the island roughly once a day every day since 1984 or so. That's good going.

Apparently the Merc "didn't even smoke", and if you're worried about particulates, be reassured that Madeira's capital, Funchal, has the third-best air quality of any European city. Although this being a small island some 320 miles into the Atlantic might have something to do with that.

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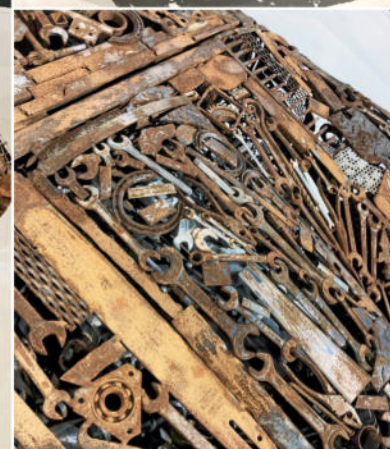
Steve Cropley

MY WEEK IN CARS

Diccon Dadey's 'bitsa' Lotus Eleven sculpture is on display at the BMM

MONDAY
I've just clocked one of the most astounding pieces of automotive art in (my) living memory. It's a full-sized Lotus Eleven made from random car-related bits, created by sculptor Diccon Dadey as part of an annual automotive art exhibition at the British Motor Museum featuring the disparate work of 19 artists and sculptors. Every time I see one of these collections nowadays (the Royal Automobile Club also runs a bumper event during London Motor Week in November), I'm so impressed by the high standards these people set. In this case, you can actually watch the artists at work: for the next month or so, the BMM will have artists in residence, actually showing how they do it.

TUESDAY
Exciting times. I've got a new MG 4 EV to replace the Audi SQ8 E-tron Sportback. It's the extended-range Trophy version that comes with plenty of kit (an ancient colleague used to say 'all the smockets and frippets') and is claimed to deliver a range of 'up to 323 miles' from its 77kW battery. And – guess what? – when I charged it up at home for the first time today, the promised range was 340 miles! Having struggled to coax the big Audi beyond a mere 200 miles and thus hardly ever made use of its 500bhp performance, I have high hopes that this MG is going to make my relatively high-mileage life quite a lot easier.

First impressions: less rolling comfort and more road noise than the Audi but a flatter ride, plenty of performance and 4.2 miles per kWh – which is 80% better than the Audi could manage.

I always wondered how I would feel about contributing to the overthrow of the European automotive industry by driving my first all-Chinese import, but like many a British buyer, I've suddenly stopped worrying.

MG 4 is promising in many ways, not least a 340-mile-plus range

WEDNESDAY
Who's the fastest woman in the world? You might not know this (I didn't until alerted by an Indy-loving friend), but it's a 43-year-old Brit from Guildford called Katherine Legge, who qualified for and raced in last week's Indianapolis 500. Legge, who is very experienced in many racing disciplines, qualified 31st this year in a field of 34, having set a four-lap average speed of 230mph, a mere 4mph slower than the bloke 15 rows ahead, on pole. She would have started farther up the field but touched the wall on the last corner of the last qualifying lap. In the race, her Honda engine sadly started smoking on lap 23 of 200, but she nevertheless underscored her 'world's fastest' position, set a year ago. In my book, this is an achievement that deserves far more recognition than it seems to be getting.

> "The world's fastest woman? A 43-year-old from Guildford"

THURSDAY
There's an almighty fuss blowing up over the DVLA's emerging, computer-propelled tendency to classify lightly altered classic cars as 'modified' for trivial reasons (such as the fitment of seatbelts to models that didn't have them originally), thus requiring them to shed their historic number plates and carry an undistinguished and inappropriate Q-plate.

Transport secretary Mark Harper has agreed there's an anomaly and has called for suggestions from interested parties to change things. He reckons he needs 10,000 individual submissions to start the change, and the cut-off is the looming general election date, 4 July. Exactly what happens if Harper gets booted in the election or loses his Transport gig (which seems more than possible) isn't clear, but a chat with Guy Lachlan, executive director of the Historic and Classic Vehicle Alliance, suggests that there's a will among Whitehall boffins to find a sensible solution. For details and ways to respond (please do!), visit the HCVA website. Emailing cfe.vehicles@dvla.gov.uk will also help.

AND ANOTHER THING...

I'm very sorry to hear of the death of Ron Ayers, the high-speed vehicles expert famous for his work on the Thrust machines that took Richard Noble and Andy Green to their land speed records and for his invaluable work on the Bloodhound. He once summarised his role as "helping to keep Andy alive, because I quite like him", which perfectly displayed his wry sense of humour.

GET IN TOUCH
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Damien Smith

RACING LINES

Indy 500 attracted 300k fans to Indiana and drew a peak of 6.5 million on TV

Leclerc's first GP victory since 2022 was also his first at home

Worth the wait? You bet. A four-hour rain delay demanded patience from the 300,000-strong crowd at the 108th Indianapolis 500, but when the cork was finally removed, boy were they treated to a classic, capped by a wonderful grandstand finish that was decided by a breathtaking pass only two corners from home.

How Josef Newgarden became the first back-to-back Indy winner since fellow Penske ace Hélio Castroneves 22 years ago will go down as one of the great Brickyard moments. McLaren's 25-year-old Mexican, Pato O'Ward, was left in tears by the manner of his narrow defeat – his second in three years at Indy. It's little consolation, but he had played his part in an epic duel, and time is on his side to seek future retribution.

JUST THE TONIC

O'Ward had drafted past Newgarden as they started the 200th and last lap, but had he gone too early? Ain't hindsight a wonderful thing. As they blasted out of turn two, O'Ward jolted left to break the tow, but Newgarden's slingshot gave him the momentum down the back straight. Total commitment on the outside line into turn three won him the race – and a record purse of £3.36 million.

The result won't exactly be universally popular. Newgarden's second Indy win and Penske's 20th follows a torrid couple of months for the 33-year-old American and his illustrious team. He raced at Indy with key personnel suspended, including Penske president Tim Cindric, after a tawdry cheating scandal involving an illegal use of Indycar's push-to-pass boost at the St Petersburg season opener. More than 40 days after the race, Newgarden was stripped of victory (which was handed to O'Ward) in a case that was hugely embarrassing for Roger Penske, given that he also owns the series, not to mention the Indianapolis Motor Speedway. Awkward, to say the least. Newgarden also emerged tarnished, especially after a tearful and plain weird press conference in which his defence was on a Paula Vennells scale of unconvincing.

On track, Penske's response was to dominate the month of May. A three-car front-row lock-out in qualifying was followed by a race in which engine partner Chevrolet led 122 of the 200 laps. The scandal can't and shouldn't be forgotten, but a genuinely great shootout for victory in the biggest race of the year was precisely the type of contrasting (and legal) boost that Indycar needed.

> "His tearful defence was on a Paula Vennells scale of unconvincing"

ANOTHER PROCESSION

The contrast to events at the other blue-riband classic taking place on the same day couldn't have been more stark. But the follow-my-leader procession that was the Monaco Grand Prix was only what everyone expected.

Formula 1's oversized hybrid cars are simply too big for the famous confines of Monaco. Two weeks earlier, I had been struck by how old F1 cars at the Historique event appeared in correct proportion there, even if overtaking was only marginally easier. But as McLaren Racing chief Zak Brown told me, F1 makes an "exception" simply because it's Monaco. The weekend still matters as an event, even if the race has been reduced to a bad joke.

Is there an answer? Some, including Lewis Hamilton, have suggested a tweak to the race format. If this race is an exception, why not treat it as such? But I'd say the onus is on Monaco to change the track, specifically around the harbour, from the tunnel to Rascasse. Diluting the challenge by widening and reprofiling classic sections is something I'd once have considered blasphemy. But times and F1 have changed, for better and worse, whether we like it or not, and it's beyond time for Monaco to adapt too.

A NEW CHALLENGE

At least the result created a feel-good factor. Charles Leclerc grew up on these streets and was getting bored by the talk of a Monaco curse. Twice before he'd taken pole position only to lose a supposedly certain win – first by his own mistake in 2021, then by a Ferrari strategic catastrophe a year later. This time he banished the hoodoo with a finely controlled performance for a win that meant so much.

Max Verstappen's points lead over Leclerc has been cut from 48 to 31. It would be premature to get carried away by talk of a genuine title battle, but at least we can say the triple champion and Red Bull are now facing their toughest challenge under this ruleset. Defeat by McLaren and Lando Norris in Miami, only a narrow win over the same combination at Imola and then a tough Monaco weekend in which the stiff, kart-like RB20 showed off their Achilles heel on bumpy street tracks...

Verstappen remains odds-on for that fourth title, but if he's made to sweat for it on occasion, that would at least be something.

TESTED 23.5.24, BEDFORDSHIRE **ON SALE** NOW **PRICE** £446,742

LAMBORGHINI REVUELTO

We've sampled Sant'Agata's new-era, 1001bhp supercar on track. Now it's time to see how it fares on a decent B-road

This is a big moment, in more ways than one. We're among the very first to find out what the latest in a half-century line of bombastic V12-engined Lamborghinis feels like on the road, far away from any meticulously managed manufacturer event.

And make no mistake: the new plug-in hybrid Revuelto is truly bombastic, even by its maker's theatrical standards. This car is a half-foot longer than the Aventador it replaces and almost as wide as a New Routemaster bus. It develops more than a thousand brake horsepower yet weighs about the same as a BMW M3. With 6.5 litres of swept capacity, the engine is colossal, yet the crank still spins to a nosebleed-inducing 9500rpm.

Road test editor Matt Saunders teed up today's activities nicely when he drove this £446k supercar at Italy's Vallelunga circuit last year.

"I can only imagine what the Revuelto will feel like on the road," he wrote. "If the disdainful way in which it seemed to furl up and spit out the circuit's longer straight is any guide, 'utterly berserk' ought to just about cover it".

Fast-forward eight months and to rural Bedfordshire. What Saunders didn't envisage when he scribbled his breathless dispatch was our blinding test car trundling silently through a sodden Kimbolton, mostly unnoticed. But here we are. Frankly, when it comes to assessing the Revuelto's strengths, weaknesses and quirks as a road car, this is a fine place to begin.

And straight away there's news – big news, naturally. The Revuelto feels not one but two generations on from the Aventador in terms of its basic drivability. The old boy was massively charismatic but hard, sweaty-palmed work nearly everywhere it went. Visibility was quite poor, the driveline lacked smoothness and the body seemed to sprawl itself awkwardly across any and all roads such that you were never entirely sure where each carbonfibre corner lurked. The steering column at times felt 10ft long, the prow of the car seeming implausibly far away from those moist palms. For better and worse, it was rough-edged. And honestly, it was often a relief to slip back out of.

Slide aboard the Revuelto (an act made easier by the new cutaway sills) and you find that it bottles enough of that V12 Lambo drama all right, yet the Aventador's vices have mostly left the vicinity. For one thing, this cabin is now more welcoming than intimidating. It's more spacious, it's less cluttered and the quality of the fit and finish is outstanding – superior to what's coming out of Woking and perhaps even Maranello. Our test car's blend of matt carbonfibre and tangerine leather won't be to all tastes but it is beautifully executed and sets a civilised tone.

Of course, the Revuelto is taller and wider than the Aventador, so wielding it anywhere still requires care. However, driving through town is no longer akin to carrying a stepladder through an antiques shop. Remove raw dimensions from the equation and it feels little different from the smaller Huracán. It has the same neatness about it at low speeds. In fact, visibility is somehow superior even to that of the Huracán, even if the rear-view mirror is there mainly to gloriously display the cam covers of the V12.

There it lurks, a foot behind you, at the base of a deep valley of perforated cladding. It's one hell of a reminder of what you're dealing with. Equally, we will miss gazing through the Aventador's vast engine exhibition window, which also highlighted the car's race-style, inboard-mounted, pushrod-actuated suspension. As it happens, this set-up has been supplanted in the 250kg-heavier Revuelto by a more conventional vertically positioned spring-and-damper arrangement. Blame packaging, →

Welcoming, well-finished cabin blends usability and drama

TESTER'S NOTE
I haven't said much about performance because we will do so in the full road test later this year. The motors palpably enhance mid-range thrust, though. The V12 doesn't sound quite as raw as the Aventador's, mind. **RL**

Driving position is the best yet for a V12 Lambo, although the brake pedal is offset for left-foot use

← but it feels less exotic. We will return to matters of engine and chassis in a moment, but on first acquaintance, the new Lambo feels overtly modern.

Which brings us to the silent element. As a PHEV, the Revuelto is the first series-production Lambo to have electric running capability, even if that capability is modest. A 3.8kWh battery pack drives a brace of motors on the front axle (the 814bhp V12 now drives only the back axle) and another one integrated into the eight-speed dual-clutch gearbox, which is now slung out behind the engine transversely.

The battery, shaped like a long loaf of bread and running down the car's central tunnel, can be charged externally but is also constantly topping itself up while you drive. The motors are there to provide four-wheel drive and enhance the torque of the engine (and to trim emissions, of course!) but they also permit four or so miles of travel without a peep from the V12.

It means that when you raise the red trigger cage (this new-era Lambo has matured but still isn't exactly grown-up), push the starter button and drive off, by default you do so in EV mode. At any time later in your trip, you can hit another button on the steering wheel to slip the car back into EV mode.

This is precisely what I do as we enter soggy Kimbolton. With the car's magnetorheological dampers in the softer – and commendably pliant – of their two modes, which is again quickly selectable via the steering wheel, the Revuelto ghosts through this town like a hip-high, half-million-pound, toxic-orange Nissan Leaf. There's something unexpectedly brilliant about that.

Deplete the battery or twist the powertrain dial from Città to Strada or higher and the digital dash flashes up the prosaic message 'V12 engine starting soon'. Being honest, 'Armageddon loading' would have been equally appropriate.

Seconds later, the effect of the V12 exploding into life with a flare of revs reminds me of watching the latest generation of top-line World Endurance Championship racers leaving the pits. Exhaust boom is accompanied by all sorts of metallic utterances that make the slick Revuelto feel positively alive.

So how does the biggest, most powerful Lamborghini in history feel on a cold, damp B-road?

Confoundingly usable. No, really. It's no Alpine A110, of course, but neither is it simply a point-and-squirt supercar that relies on cross-eyed straight-line speed to generate excitement. The Huracán-esque sense of cohesiveness that was evident when pottering at town speeds is magnified as you tap into the Revuelto's effectively bottomless reserves of pace. The wheelbase is 80mm longer than that of the Aventador, but it somehow feels considerably shorter, so keen is the handling. The new car's rear-axle steering surely has something to do with this, but I wouldn't be surprised if much of it is also down to the fact that the composite-rich chassis is quite a bit stiffer.

There are fleeting moments when said chassis's underlying electronic

Vast body is notably longer than the Aventador's from the rear bulkhead back

> This isn't simply a point-and-squirt supercar that relies on cross-eyed pace for thrills

Body rolls looks minimal but this chassis communicates well even in the damp

complexity is thrown into relief: an uncanny bit of rotation here, a flash of inconsistent steering response there. But the rest of the time, the car feels natural, trustworthy, up for some fun. It's also underpinned by fine ride quality and deft vertical control, although the Aventador wasn't bad in these respects either.

The result is that you're soon pushing this car through corners with a precision that, yes, could be achieved with the Aventador, but not without serious seat time and familiarity. The Revuelto is a more natural driver's car, even if the steering lacks a touch of its predecessor's communication of grip levels and the road surface.

The steering wheel itself is a peach. It has a slim, firm rim of the ideal diameter and comfortable mouldings at nine and three o'clock. And the gearshift paddles: they're trademark Lambo, which is to say preposterously, brilliantly... big.

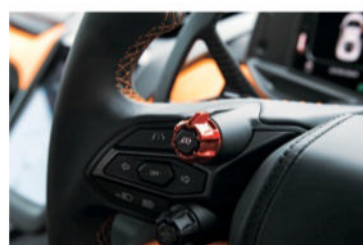
Oh, and the gearbox. My, oh, my. This new dual-clutcher gives away some pantomime and engagement compared with the old automated manual ISG 'box, but having shifts during which the flow of torque isn't entirely interrupted completes the flagship Lamborghini's evolution from charming bruiser throwback to something much closer to the bleeding edge of supercardom.

The only thing you need mind is the car's width. For heaven's sake, watch that inside flank. And, okay, mind all that power too – 1001bhp in Corsa mode. I know of only one other car able to carry so much pace in such clandestine fashion, and that is Rolls-Royce's Phantom. In the Revuelto, it's possible to peer down and see you're going 30mph faster than thought. It's all a bit Group C.

Another thing: the new 'box may be slicker than Lambo CEO Stephan Winkelmann's tailoring, but even the whiff of a redline upshift will still unstick the tail on days like this, and especially in Sport mode, with its free-an'-easy ESC tune. This is ultimately quite a mobile supercar that feels more overtly rear-driven than the Aventador ever did.

It makes the brilliant Revuelto rather a devilish proposition. The car demands more respect than previous V12 Lamborghinis while at the same time eagerly inviting you to explore its handling. It's a 217mph siren, in more ways than one.

RICHARD LANE
X @_rlane_

Electric front axle contributes very usefully in traction and speed

LAMBORGHINI REVUELTO

New and newly hybridised flagship supercar moves Lambo's game on with genuine dynamic deftness

★★★★½

Price	£446,742
Engine	V12, 6499cc, petrol, plus three electric motors
Power	1001bhp at 9250rpm
Torque	793lb ft at 6750rpm
Gearbox	8-spd dual-clutch auto, 4WD
Dry weight	1772kg
0-62mph	2.5sec
Top speed	More than 217mph
Economy	23.8mpg
CO_2, tax band	276g/km, 37%
RIVALS	Aston Martin DBS, Ferrari 12Cilindri, McLaren 750S

TESTER'S NOTE
Integration of the mandatory ADAS has been done reasonably neatly. The lane keep assist isn't the best but can be turned off by holding a button on the cruise control stalk, while the speed limit recognition is better than most. You can map turning off the overspeed warning to one of two custom buttons. **IV**

TESTED 29.5.24, BEDFORDSHIRE **ON SALE** NOW

PORSCHE TAYCAN

Refreshed saloon targets class supremacy with electric powertrain updates

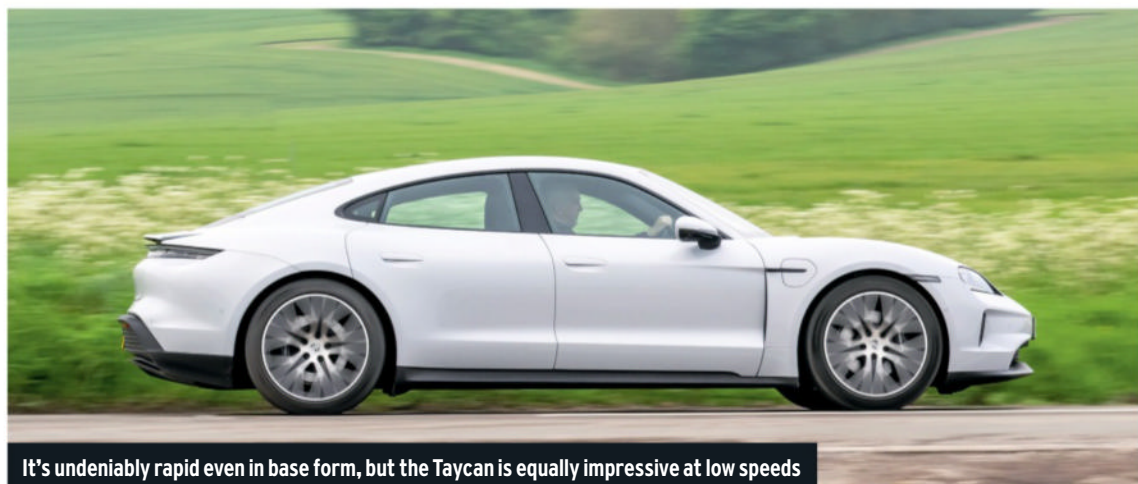
Electric drivetrain technology moves quickly. Not quickly enough for some, certainly, but it's still easy for pioneering models to get left behind. Just ask the Jaguar I-Pace. The Porsche Taycan earned a five-star road test recommendation when it was launched in 2020 because it offered good range, market-leading charging speeds and enjoyable dynamics, and it all came wrapped up in a good-looking saloon body (and later an estate).

However, its efficiency and range figures were some way off the sharp end by 2024, so with this mild facelift and rather more involved technical update, Porsche has put things right with new motors and battery options.

Our first taste of the refreshed Taycan in the UK comes by way of the entry-level single-motor 'Taycan' (with no 4, Turbo or other suffix), although the test car did have the £4454 Performance Battery Plus option. This swaps the standard 82kWh battery for a 97kWh one.

As specified, this is the longest-range Taycan available, at a claimed 420 miles. In mixed driving, it returned 3.7mpkWh, which makes for a real-world range of 360 miles. True, that was in ideal high-teens ambient temperatures, but in 2024 that's very impressive for a car with 429bhp and a 4.8sec 0-62mph time.

Can I just remind you that this is the base model, the 'slow' one, we're talking about? The interior and chassis changes aren't quite enough to warrant the full eight-page road test treatment, but I did put the car through our testing procedure. Despite very slightly less power (but more torque) than the model it directly replaces, this rear-wheel-drive example shaved 1.2sec off the 0-100mph dash, taking just 9.7sec, while 30-70mph took just 3.4sec. It also stops from 70mph in just 44.6m. In case those numbers don't mean much to you for lack of context, they closely match an E63 BMW M6 (the one with the V10).

Base model, remember. Unless you need four-wheel drive for snowy climbs or just want the bragging rights of the 939bhp Turbo S, I can't see why you'd upgrade. It's not like you get significantly more handling chops. The standard Taycan feels satisfyingly rear-driven at all times, and it has Porsche-typical steering that's light and fairly filtered but always gives you exactly the response you're expecting. With mighty grip, a fairly safe balance and a sense of mass, I wouldn't call it 'fun' in the same sense as

It's undeniably rapid even in base form, but the Taycan is equally impressive at low speeds

Well-finished interior lacks surprise and delight in functional £90k 'entry-level' spec

The Taycan rides nicely and maintains a satisfying rear-drive poise; steering is light but responsive

> Unless you just want the bragging rights of the Turbo S, I can't see why you'd upgrade

the Hyundai Ioniq 5 N, but it is certainly enjoyable and engaging.

For all its performance, what impressed me most might just be how nice the Taycan is to drive gently. You can turn the one-pedal driving all the way off and do all your regeneration through the brake pedal. The long-travel accelerator pedal is tuned for gentle take-up, which all makes driving the Taycan smoothly very satisfying indeed. It's fairly quiet at a cruise, too (66dB at 70mph, as before), and even the standard seats are very comfortable despite lacking adjustable lumbar support. Keen drivers will still want to upgrade for more lateral support, however.

Brake pedal feel has always been a weakness of electrified Porsches. This new Taycan is certainly improved, particularly when you're braking hard but are short of a full emergency stop, under which circumstances it used to feel very mushy. It's still too soft and inconsistent for my liking, but it's no longer a major issue.

Like the steering, the ride has a typically Porsche character. The revised – and now standard-fit – air suspension with adaptive damping is always firm but exquisitely well damped, and it does settle down at speed. I'd say it rides well, just in a completely different manner from that of a Mercedes EQE. The Active Ride system that's available on other versions might add some pliancy, but Matt Saunders' view from the international launch in Spain was that the difference wasn't as pronounced as you might hope.

The updated multimedia system retains much the same logical layout, with a permanent shortcut bar, a separate climate control panel and easy access to important functions. The occasional bit of input lag is suboptimal but bearable. The star new function, though, is deeper integration with Apple CarPlay. If you have the My Porsche app on your phone, you can create a new menu within CarPlay to control vehicle functions such as the climate control and trip computer. It also shows you things such as weather, playlists and nearby cafés. It's a neat feature, but given most of those functions are easily accessible either within the normal CarPlay menus or the native interface, it lacks some added value.

Gripes? Well, with its expanses of screen, the interior, while still impeccably put together, is rather plain, especially if you don't shell out on the fancy leather or trim options. The Taycan's fundamental packaging remains compromised too. For such a sizeable footprint, rear passenger space, boot capacity (407 litres rear, 84 litres front) and visibility are all quite poor.

It's expensive too, of course, costing £86,500 basic or £96,313 for our lightly optioned (by Porsche standards) test car; it doesn't take much to smash through the £100k mark. But while the Taycan has left behind its pioneer status and is now firmly part of the establishment, there's still nothing quite like it.

The BMW i4 eDrive 40, Hyundai Ioniq 5 N and Tesla Model S all appeal in different ways, perhaps more so in certain respects, but the Taycan continues to offer a unique blend of reassuring solidity, long-distance comfort, engaging handling and carefree drivability. Now with longer range, even faster charging and lower running costs.
ILLYA VERPRAET

PORSCHE TAYCAN PERFORMANCE BATTERY PLUS

Range and efficiency boost keep the Taycan at the sharp end. Mild tweaks further enhance road manners

★★★★½

Price	£90,954
Engine	Permanent magnet synchronous motor
Power	429bhp
Torque	310lb ft
Gearbox	2-spd automatic, RWD
Kerb weight	2170kg
0-62mph	4.8sec
Top speed	143mph
Battery	105/97kWh (total/usable)
Range, economy	420 miles, 3.6mpkWh
CO_2, tax band	0g/km, 2%
RIVALS	BMW i4, Mercedes-Benz EQE, Tesla Model S

TESTER'S NOTE
Mini's 'Experiences' are just driving modes with fancy graphics and sounds. Go Kart sweetens the handling and throttle response, while Green downrates the power and strengthens the regen braking. **JW**

TESTED 24.5.24, BERKSHIRE **ON SALE** NOW

MINI COUNTRYMAN SE

Flagship version of the larger and pricier third-generation SUV arrives in the UK

Like it or loathe it, it's the norm nowadays for cars to increase dramatically in size between generations, and that's exactly what has happened with the Mini Countryman. It's now the largest Mini ever built. And that's not all. The most powerful Mini yet? Check. The fastest Mini yet? Also check.

Some might argue that its size goes against everything the Mini brand represents, but that's not what we're here to discuss – and it shouldn't come into the argument of whether this all-new, all-electric Countryman is a good product.

Speaking of which, here we're testing the range-topping SE All4, which has a 65kWh battery and an electric motor on each axle, giving it four-wheel drive, 308bhp and 364lb ft of torque. It's the same system offered by BMW's iX1 and iX2 electric SUVs, with which the Countryman shares its platform.

Driving the SE is a pleasing experience, and it stands out against many of its rivals in terms of dynamics and performance. After all, 308bhp is as much as the Audi S3 has and nothing to be sniffed at. It means this car can hit 0-62mph in 5.6sec – far quicker than the single-motor, front-wheel-drive Countryman E (8.6sec).

Thanks to its All4 layout, the SE disposes of its energy smoothly and strongly. It generates a decent amount of grip in the corners, while its steering is light, accurate and direct, making it easy to place on the road.

Those who optimistically eye up our test car's John Cooper Works badging (confusingly, part of an options package) may well be disappointed, however. And at 2000kg, it can feel heavy on the road.

As for ride comfort, the SE handles the bumps on UK roads well, but it can feel fidgety and firm compared with rivals including the Skoda Enyaq 85.

There's a hint of road and wind noise as well; other rivals are seemingly more insulated.

Mini has set out to impress with the interior of its new generation of cars, and the Countryman shares much with the new Cooper three-door hatchback. While there's no driver's display, a huge, circular 9.6in touchscreen takes centre stage, partnered by a head-up display behind the steering wheel.

A lot is going on and the infotainment can sometimes be distracting, but once you get your head around the lack of buttons and the suite of digital functions (including wireless Apple CarPlay and Android Auto), this is a pleasant and characterful place to sit.

Where the SE really disappoints is its range, which is officially rated at 266 miles – 20 miles short of the single-motor E, 82 miles short of the Enyaq 85 and 53 miles short of the Hyundai Kona Electric Long Range.

Our car's indicated range never rose higher than 223 miles, and a 500-mile test drive returned an efficiency figure of 3.0mpkWh.

To compound the problem, the maximum charging rate is manageable but not class-leading, at 130kW.

Then there's the price. The SE starts at £47,180, and Sport trim (which sits above Classic and Exclusive) and the JCW styling bits push it up to £50,880.

Most customers will be content with the standard equipment, which includes dual-zone climate control, adaptive LED headlights, keyless entry and adaptive cruise control. But add on one of two options packages, such as Level 3 (£5300 and exclusive to the SE) and you will soon hit £55,000. Indeed, our car cost an eye-widening £56,400.

Level 3 brings massage seats, parking assistance and an interior camera, but you should spend £2500 on Level 2 for better value. Here, you get a panoramic sunroof, an excellent Harman Kardon sound system and privacy glass.

Overall, the SE is a good electric SUV that offers big performance, spirited handling and a classy, robust interior with bags of character. Just be mindful that rivals offer longer ranges at significantly lower prices.

JACK WARRICK
X @jackwarrick

Both ride and handling could be better; interior looks cool and is comfortable

MINI COUNTRYMAN SE ALL4 SPORT

One of the better electric SUVs to drive and a great interior but pricey and let down by a short range

★★★½☆

Price	£50,880
Engine	Two permanent magnet synchronous motors
Power	308bhp
Torque	364lb ft
Gearbox	1-spd reduction gear, 4WD
Kerb weight	2000kg
0-62mph	5.6sec
Top speed	111mph
Battery	66.5/64.6kWh (total/usable)
Range, economy	266 miles, 3.7mpkWh
CO_2, tax band	0g/km, 2%
RIVALS	Hyundai Kona Electric, Skoda Enyaq, Volvo EX40

TESTED 20.5.24, FRANKFURT, GERMANY **ON SALE** NOW

FORD TOURNEO CUSTOM

New Transit sprouts seats and windows, gets a PHEV system that works differently

If you're someone who shuttles executives around for work or has a family numbering more than five, your choice of new cars has greatly diminished over the past decade or so. And as MPVs like the Renault Espace and Chrysler Grand Voyager have succumbed to fashion, van-derived people carriers such as the Ford Tourneo Custom have naturally become ever more relevant.

Now in its second generation, the Tourneo Custom mirrors the changes made to the Transit Custom (as road tested in our 8 May issue), because it's effectively a posh version of Britain's favourite panel van fitted with seats and windows.

So far, we've driven the diesel and electric version of the Transit Custom, so for our first go in the Tourneo Custom, we're trying the plug-in hybrid, which has been totally reconfigured compared with the previous generation.

It used to have an Ecoboost three-cylinder 1.0-litre turbo petrol engine that operated purely as a range-extender, meaning it ran at a near-constant rev rate while the wheels were driven by the electric motor – and suffered from abysmal fuel consumption. So in comes a new Duratec 2.5-litre atmo petrol engine, supported by a smaller motor for added bursts of power and a possible maximum electric-only range of 32 miles.

It's similar to the driveline deployed in Ford's Kuga PHEV SUV, and the changes it engenders here are mostly welcome.

The additional assistance from the motor gives the Tourneo Custom PHEV a good amount of purpose from a standstill, not too dissimilar to the torque swell of a diesel. There's also a near-instant burst when you need to accelerate quickly.

Three driving modes allow you to choose how the battery energy is best spent, with EV Auto deciding for you, EV Now switching to electric-only driving and EV Later preserving the battery's charge at its current state – the result of which is you having to rely only on the petrol engine, which feels inadequate once you've become accustomed to the motor boost.

Regrettably, there's no longer the option to recharge the battery on the move.

The engine is also surprisingly loud at times, and switching to drive in the EV Now mode underlines just how raucous it can be.

The Tourneo Custom's handling is sharp, its body roll minimal and its steering direct, and it doesn't feel too heavy on the road, thanks to the assistance provided by the motor giving it spirited performance. It's still very much a van in its nature, but it's top of the class for comfort.

The Tourneo Custom is well endowed in the space department, of course. Depending on the front seat configuration, there's space for either eight or nine people or up to 5472 litres of cargo space – which in the case of our short-wheelbase test car you can fill with up to 742kg of payload.

There's also a wide range of trim levels. Five in total, from Zetec to fully kitted-out Titanium Luxe, which gets everything from wireless smartphone charging and a 14-speaker Bang & Olufsen sound system to a panoramic glass roof.

All models get air conditioning, a 13in touchscreen with Ford's Sync 4 infotainment software, sat-nav, front and rear parking sensors, adaptive cruise control and lane-keeping assistance.

Titanium, which we experienced, adds body-coloured bumpers, a two-person front row, rear climate control and 17in twin-spoke alloys.

Although its on-the-road price is almost £1500 cheaper than that of the equivalent diesel automatic Tourneo Custom, the PHEV feels compromised for the sort of roles in which it's likely to be employed. Its short electric-only range won't help when low-emission zones are around and its combustion-only performance and fuel consumption won't endear it to long-distance chauffeurs.

GEORGE BARROW

Like the Transit, it's the best of its kind to drive; interior really impresses too

FORD TOURNEO CUSTOM PHEV TITANIUM SWB

New MPV has lots of potential but PHEV version is compromised for both urban and motorway duties

★★★☆☆

Price	£49,720 (ex VAT)
Engine	4 cyls in line, 2488cc, petrol, plus electric motor
Power	227bhp
Torque	154lb ft
Gearbox	CVT, FWD
Kerb weight	2543kg
0-62mph	17.2sec
Top speed	100mph
Battery	11.8kWh (usable)
Economy	149.0mpg
Electric range	32 miles
CO_2, tax band	41g/km, 12%
RIVALS	Vauxhall Vivaro Life, Volkswagen Multivan

TESTER'S NOTE
The seating layout is super-flexible, with an easy-to-use sliding system. The seats can be folded, removed and even reversed to create a kind of conference room. **GB**

Pictured car is in Active LWB specification

TESTER'S NOTE
There are two damper modes, but such is the balance of precision and fluidity in the softer setting that I can't imagine ever needing to escalate matters. **RL**

TESTED 27.4.24, DEVON **ON SALE** NOW

PORSCHE 718 SPYDER RS

Dream-like on German asphalt, does this curious Rennsport also excel in the UK?

To most of us, the new 718 Spyder RS is just another agonisingly unobtainable slice of Porsche magic. For a select few at the other end of the spectrum, it will be merely the latest trophy stuffed into a blue-chip collection, destined to sleep out its days in a dehumidified garage (in this case an especially unforgivable sin, given the charm of the car's 9000rpm flat-six motor).

But to Porsche itself? When it comes to the single-minded, race-infused models given the Rennsport tag, the 718 Spyder RS is nothing less than an aberration.

That's rather a strong word but a difficult one to refute. Conceived primarily as a road car rather than a Nordschleife blade, the philosophy of the Spyder RS is quite distinct – contrary, even – to every other RS creation to date. For one thing, this is a drop-top. The top is canvas and weighs only 18kg, but its presence in theory reduces the stiffness of the shell and the precision of the suspension and steering. Porsche's GT division, fronted by Andreas Preuninger, has built open-air cars before, but never has 'RS' been scribbled on the engine cover. It just wouldn't make sense. In addition to this, note that the suspension of the Spyder RS is a fair bit softer than that of its red-raw Cayman GT4 RS sibling. It's an unusual approach that dispenses with Rennsport tradition. So, why tear up the rulebook now?

"It was always our intention to take the race engine of the [911] GT3 Cup, turn it around and put it in our lightest possible, open, mid-engined platform car, and here it is," said Preuninger at the launch in Germany last year, adding that the intention was to make not the fastest RS but the most joyful.

The context had an influence, for sure. The team that developed the Spyder RS did so concurrently with the GT3 RS: a demonically serious 911 that is to street-legal sports cars what Slayer are to the Beach Boys. The Spyder RS therefore became something of a pressure-release valve. Screw apex speed, let's have some fun. Combine this with the increasing difficulties OEMs face in getting high-revving, naturally aspirated engines into production and you can see why Preuninger felt it really was now or never for an RS to unapologetically let its hair down.

Last year in the Swabian Alps, the Spyder RS was dazzling, but we wondered about its ability to absorb more threadbare British roads while still entertaining in the right way. This car's chassis may be markedly softer than that of the GT4 RS Cayman but the Spyder still sits 30mm closer to the road than a regular Boxster, has wider tracks and far more aggressive camber settings, not to mention plenty of ball joints to liven things up.

In the UK, the Spyder RS isn't entirely forgiving. However, it does have genuine bandwidth and a general ease that the GT4 RS couldn't hope to match. Over here the chassis bristles but never thuds. The car's manner is raw but not raucous and with speed it slips into a flawless bubble of composure, its tyres always finding purchase.

Imagine blending the compliance of a Boxster GTS with the steering response and energy of a full-blown 911 GT3, then garnishing with an engine to rival the best from Italy.

Flowing the Spyder RS through a sequence of transitional bends, its unique brand of RS-ness doesn't only provide more elegance than you get in the GT4 RS but more feedback and enjoyment too. It's an exquisitely expressive road car, delivering RS-calibre communication and immediacy without the underlying severity needed for smashing in lap times.

And good lord, that race-derived motor, whose unhinged intake scream hardens into a clenched fist as it zings to the redline, only to then be flawlessly reloaded by the PDK gearbox. If the Spyder RS is an aberration, it's also the most hedonistic Porsche money can buy.

RICHARD LANE
X @_rlane_

Weissach Package brings plenty of carbonfibre; cockpit rightly prizes simplicity

PORSCHE 718 SPYDER RS

Delivers a more light-hearted take on the RS approach and, as a result, is one of the all-time great road cars

★★★★★

Price	£123,000
Engine	6 cyls flat, 3996cc, petrol
Power	493bhp at 8400rpm
Torque	332lb ft at 6750rpm
Gearbox	7-spd dual-clutch auto, RWD
Kerb weight	1410kg
0-62mph	3.4sec
Top speed	191mph
Economy	21.7mpg
CO_2, tax band	294g/km, 37%
RIVALS	Lamborghini Huracán Evo Spyder, Jaguar F-Type R Convertible 75

TESTED 29.4.24, OXFORDSHIRE **ON SALE** NOW

MERCEDES-BENZ E220D ESTATE

Premium stalwart continues to wave the flag for upmarket oil-burning wagons

Ah, a big diesel estate. It's like a favourite old teddy bear of a car: comfortable, familiar and reassuring. Getting in and seeing a predicted range of more than 700 miles is a bit silly; I can't remember the last time I did that sort of distance in one hit. But in a similar sense to how having 800bhp in a supercar is nonetheless appealing to someone pootling through London, that sort of range does give you a certain warm glow of apocalypse-resistant superiority.

In the case of the E220d Estate, that range comes not from an absurdly large fuel tank (66 litres isn't small, but neither is it out of the ordinary), but from excellent fuel economy. It'll do 55mpg on the motorway with ease. Throw in some 50mph zones and 60mpg is a realistic prospect. And that's without having to charge it: the E220d is a simple mild hybrid.

That's no different from the saloon we road tested earlier this year, but perhaps that fact is in itself noteworthy. If you wanted the same carrying capacity (615 litres expanding to 1830 with the seats folded down) in an SUV, you would see a significant penalty in fuel consumption.

There are other differences from the saloon. You get 50mm more head room in the rear seats, and lots of room for the dog. The rear seats fold nicely flat with electronic release buttons in the boot, and the luggage cover automatically lifts up when you open the tailgate. It's all as it should be for an expensive estate car, then. And expensive it is. I specced up a Skoda Superb 2.0 TDI 150 Estate to match the E-Class test car and it came out at £46,075 – nearly £25,000 less. Oof.

All estates also get standard air suspension on the rear axle. It's there for self-levelling rather than comfort and, as a result, it's not notably softer than the saloon. Then again, the more I drive the new E-Class, the more I feel it actually strikes quite a nice ride-handling compromise. As a way of covering 700 miles at a time, it takes some beating, being quiet, relaxed and with excellent seats and hi-fi.
ILLYA VERPRAET

MERCEDES-BENZ E220D ESTATE AMG LINE PREMIUM PLUS

Relaxing, capacious and very agreeable, if furiously expensive. A traditional Merc, in other words

★★★★☆

Price	£71,120
Engine	4 cyls in line, 1993cc, turbo, diesel
Power	194bhp at 3600rpm
Torque	325lb ft at 1800-2800rpm
Gearbox	9-spd automatic, RWD
Kerb weight	1920kg
0-62mph	7.9sec
Top speed	143mph
Economy	54.4mpg
CO_2, tax band	136g/km, 32%
RIVALS	Jaguar XF Sportbrake, Skoda Superb Estate

TESTED 21.5.24, OXFORDSHIRE **ON SALE** NOW

PEUGEOT 208 HYBRID

Mild-hybrid option is put on this French supermini's powertrain menu

The popular Peugeot supermini, a car that has been sitting among Europe's best-sellers for a good few years now, has been given a mid-life refresh, which includes the introduction of this 48V mild-hybrid model.

The cheaper pure-petrol models and the pricier e-208 remain, but there are now two hybrid options: one with 99bhp and the other with 134bhp. We're in the latter here.

Peugeot says the introduction of the 48V motor means extra torque at low revs and up to 15%-lower fuel consumption, as well as the ability to operate in electric mode for half the time in urban situations. For this 134bhp hybrid, claimed fuel economy is up to 65.0mpg, whereas the entry-level petrol is 55.2mpg.

Otherwise, the 208's facelift is fairly subtle. The front LEDs move from the headlights to the bumper, there's a new logo and the grille now incorporates the car's body colour. There are also some fancy new alloy wheel designs, such as the diamond-cut two-tone 17s found on this range-topping GT example. All in all, the 208 is as handsome as it ever was.

It's easy to like from behind the wheel. With the electric motor giving extra grunt at lower revs and 134bhp and light weight on your side, this is a nippy little car whose performance reflects its ability to hit 0-62mph in 8.1sec.

Some winding British country roads showcased the 208's pleasant handling: it obediently goes where you point it, and it grips encouragingly well around corners. The steering doesn't take away from that enjoyment, but it remains artificial and slightly too weighty.

Its mostly supple ride is tested on bumpy urban terrain, where one might be better off with the smaller wheels of a lower-spec model. The cabin could also be better insulated from both the electric motor, whose whirring I noticed more than most, and the engine at higher speeds.

The interior and equipment levels in this GT model are hard to fault, and it feels top-notch in quality (bar the odd dodgy plastic low down), especially for a car of this class.

This supermini's formula for effortless, enjoyable motoring endures, but the mid-spec 99bhp petrol model is probably all the 208 you will ever need.
RACHEL BURGESS

PEUGEOT 208 HYBRID 136 E-DSC6 GT

It's a fun and likeable thing, but you're likely to be better off going for the mid-range pure petrol

★★★½☆

Price	£28,460
Engine	3 cyls in line, 1199cc, turbo, petrol, plus 48V ISG
Power	134bhp at 5500rpm
Torque	170lb ft at 1750rpm
Gearbox	6-spd dual-clutch automatic, FWD
Kerb weight	1153kg
0-62mph	8.1sec
Top speed	127mph
Economy	54.5-65.0mpg
CO_2, tax band	105g/km, 26%
RIVALS	Renault Clio E-Tech Full H'd, Vauxhall Corsa Hybrid

THAT'S WHY WE GO TO ICELAND

Smooth, empty roads snaking through epic scenery are one reason. Experiencing erupting volcanos is another. **Matt Prior** goes in search of both in Kia's latest Sorento and finds 50mph ways to leave your lava

PHOTOGRAPHY JOHN BRADSHAW

It takes no time at all to travel from Iceland's main airport to the initial site of interest for this feature.

"New car to drive. A Kia. They've got one available in Iceland – land of fire and ice, they say. Go and pick it up and see how close you can drive to a volcano," they had said at the office, breezily, which sounded like a good wheeze at the time. But the idea seems to get considerably more glib the closer I drive to the village of Grindavík.

Iceland's south-western Reykjanes peninsula, on which Grindavík is located, is currently enduring its fourth volcanic eruption since 2021 – or one long eruption with months-long pauses, depending on who you ask.

The peninsula is located on – and has been created from – the mid-Atlantic ridge, which is part of the world's longest mountain range, if you don't mind that its mountains are mostly underwater. This mid-ocean ridge is a 40,390-mile continuous line of volcanos, with an average depth to the top of its mountains some 2500m below the surface of the sea.

In the Atlantic, the ridge follows where the North American and Eurasian tectonic plates meet. Among other islands, Ascension, the Azores and Iceland are all formed from it.

And the ridge crosses Iceland directly through the middle of the Reykjanes peninsula, home to not just Grindavík but also the country's main airport and the Svartsengi power station, which produces hot water and power for more than 20,000 people – and which tops up the Blue Lagoon hot spa, one of Iceland's biggest tourist attractions.

Even Reykjavík, the capital and home to more than 60% of Iceland's 383,000 population, is less than 30 miles away from current eruptions. An awful lot of the country's people and infrastructure, then, are slap bang in the middle of things.

As I near Grindavík, the volcanic activity that you may have read about since last year is immediately obvious. In late 2023, the main road was overrun by lava flow, which stretches for mile upon mile, still smoking in parts, smelling sulphury everywhere and made up of very new, very sharp rocks.

Iceland's engineering response to it shouldn't be understated. When the lava flow threatened hot water pipes from the power station, engineers relaid 600m of new piping, several metres in diameter, across the top of still-hardening lava, in just three days. A path was quickly bulldozed across the flow to reopen the road too. Signs still warn drivers not to stop on it because the latent heat might burn through their tyres. And they say not to go hiking because, well, it's not just your shoes that could be in trouble.

Meanwhile, vast rock walls were even barged into existence to keep the flow away from the power station, the lagoon and, hopefully, Grindavík village.

Alas, that worked for the village only until fissures opened up under Grindavík itself, with both lava and earthquakes prompting its evacuation last November. There has been "no activity in the crater since 9 May", say Icelandic authorities, but roads to Grindavík remain shut and "the area is closed for hiking and visiting due to danger of gas pollution and a new eruption starting any time without notice".

Locals can't move back to their homes, leaving 3800 people in limbo, which may not sound like many but is 1% of Iceland's population, or, in relative terms, like the UK having to

"A path was bulldozed across the lava flow to reopen the road"

Iceland is still a work in progress from a geological viewpoint

find new accommodation for anyone in Bristol who doesn't already live in a van.

The norm on Iceland is for one eruption, countrywide, every five years, but since 2021 there has been one a year – so, worryingly, troubling trends seem afoot. "As we speak now, land is rising close to Grindavík, and it's a clear sign that magma is gathering right under the surface," Icelandic president Guðni Thorlacius Jóhannesson told The Guardian last month. "And soon, based on the experience of the last few years, it will find its way up."

So it feels a little tactless to be heading there to mess around for a car magazine. But volcanos are part of the deal here and, it seems, part of the place's appeal even for the locals. Visit Iceland, the country's official travel info provider, talks about a recent eruption at Fagradalsfjall being the ideal 'tourist volcano' because it's dramatic-looking and not too hard to walk to. It's difficult to escape the feeling that even the locals think volcanos are pretty flipping exciting.

Leaving the road to Grindavík, then, I opt to head to one that's more famous and, crucially, less active.

And so back to the car. I should mention it, →

HOW TO HAVE YOUR OWN ICELANDIC SAGA

Our road trip takes in barely three hours of Iceland's west coast and yet still features some spectacular roads and scenery: Grindavík is south of the international airport, Reykjavík to the east, Snæfellsjökull on a different peninsula to the north.

A more traditional and better-known road route is the Golden Triangle, 155 miles around, east from Reykjavík, a bit like Ireland's Wild Atlantic Way or the North Coast 500. There are geysers, waterfalls, lakes, hikes and great roads, and you can do it in anything from one to three days. I would take longer than shorter, I think.

It's said that a 4x4 isn't necessary whatever the time of year. But springtime onwards is good. I'm told that most road repairs – to fix damage from frost and studded tyres – take place in the spring, but the roads were more than decent for both cars and sports motorcycles when I went, in April. Biking in summer would be more pleasant still than in spring, I imagine.

It never gets that hot. Average temperatures in August are only 10-15deg C, with daytimes of around 20deg C – excepting on the lava, obviously. Mountain roads are usually open by June/July and there's up to 22 hours of daylight.

Snæfellsjökull
Arnarstapi
Reykjavík
Keflavík airport
Blue Lagoon
Grindavík
N

85%
of Icelandic homes are heated by geothermal power

Axlar-Björn (not right) was a local 16th-century serial killer

Icelanders have a way of dealing with snow – and lava

Sorento is well suited to smooth, free-flowing roads

Prior stops, like Verne's sci-fi novel hero, in Arnarstapi

239,733 people live in greater Reykjavík area – 63% of Iceland's population

given that it's why I'm here, although Iceland is proving somewhat distracting. This is a new Sorento, the big seven-seat Kia SUV that isn't the all-electric EV9.

This one's a 2.2-litre diesel, although you can have a hybrid or a plug-in hybrid too. Iceland is about a third bigger than Scotland but has only 7% of its population, so I'm expecting to enjoy it through some big scenery and on some very quiet roads and – who knows? – even in some iffy weather. This is the sort of big SUV that should prove just the ticket.

I'm now aiming for Snæfellsjökull, the stepping-off point in Jules Verne's classic sci-fi novel A Journey to the Centre of the Earth. Or in this case, and oh crivens I'm actually I'm going to write it… perhaps a Journey to Sorento of the Earth. I know. I'm so sorry.

Verne never visited Iceland, so all he would have had were atlases, libraries and his imagination to go on. I've got the internet, an Airbus and now a Sorento, and very nice that is proving too. But given the limitations of his time, Verne still knew a thing or two.

"This extraordinary and curious island must have made its appearance from out the great world of waters at a comparatively recent date," writes his novel's hero, Axel Lidenbrock. "Like the coral islands of the Pacific it may, for aught we know, be still rising by slow and imperceptible degrees."

He was right. While the first supercontinent is believed to have appeared 1.7 billion years ago, and Pangea, the supercontinent that later broke into the continents we know today, appeared 225 million years ago, Iceland is thought to be only 16-18 million years old. It's such a whippersnapper that nature hasn't finished building it yet: it's growing by 2cm a year.

For a place so inhospitably made, and which endures such chronic weather that winter vehicle modifier Arctic Trucks is based here, Iceland has some great roads. Not great as in alpine switchback passes, but great as in impeccably surfaced, smooth and ripple-free – a feat made even more remarkable by the fact that, for much of the year, most people drive around not just with winter tyres but studded tyres. Even during my visit, in late spring, I hear the rattle of what must be the Reykjavík Mouse Tap Dancing Ensemble approach, only to turn my head and find it's a Toyota Yaris on snow tyres pulling up.

And the Sorento is really pleasant on roads like this: flat, open sweeping roads with 56mph speed limits, where the engine is inaudible and, after mild acceleration, which the eight-speed dual-clutch auto mooches through imperceptibly.

Its seats are big and flat and comfortable, the steering is light and easy and most of the controls are actually proper, simple, easy-to-use buttons and dials and vents. Glance out of the window at a mountain or down at a heated seat button and the attention monitor gets so fraught that it's probably still throwing a wobbly as I write, but there's loads to like here.

Snæfellsjökull is three pleasant hours on roads like this from the peninsula, and it's time that passes easily in a big, capable, comfortable car like this. Mountains and snow and ice pass to my right, the sea to my left.

As Verne explains, 'jökull' or 'yocul' is Icelandic for glacier, so rather than Snæfellsjökull, Verne merely calls the destination Sneffels, to the likely relief of his typesetter. His hero is rather more dismayed when it's explained to him that Sneffels is in fact a 5000ft-tall volcanic mountain with a portal to the middle of the earth at the top of it.

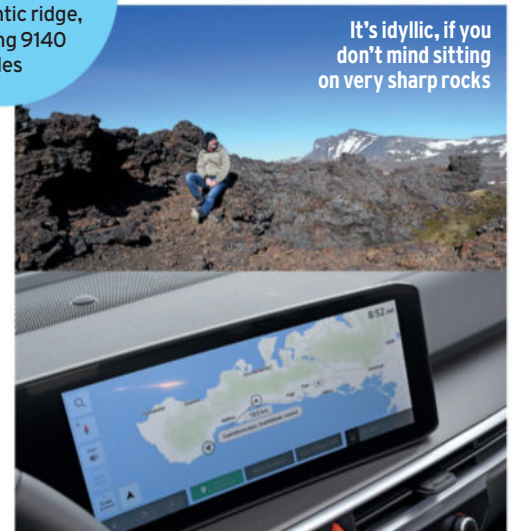
It's imagined that it's a tough climb to the top of the volcano. In truth, it would be harder still. Sneffels/ Snæfellsjökull is still considered active, but its last eruption was 1800 years ago, so any crater and any portals will have been buried beneath four square miles of glacier long ago.

Before the ascent the adventuring party calls in at Arnarstapi, or Stapi in the novel, "a town consisting of thirty huts, built on a large plain of lava, exposed to the rays of the sun, reflected from the volcano".

> "There are loads of volcanos. And astonishing scenery"

Nine
islands on the mid-Atlantic ridge, spanning 9140 miles

Three-hour drive from the airport to here slips by easily

It's idyllic, if you don't mind sitting on very sharp rocks

So I call in too. I've got to say Verne's description of the shore's "oval openings" in "banks of basalt rocks" that are "torn from their fastenings by the fury of the waves" are extremely astute for a bloke who never came here; although I'm pleased to say that since 1864, the "dull ill-mannered peasants" who do "not count civility among the cardinal virtues" seem to have improved considerably, and I've never had a fish soup so good.

Verne's crew stay in Stapi for the night, then trek for three difficult hours before even reaching the base of the volcano. I pause for lunch, then take about 45 seconds to reach the bottom of the snow line on a gravelly road that leads up the side of the mountain, and only 15 more seconds to get the Sorento stuck fast. Sigh.

Look, it's not the car's fault. There's this fork in the road, see, where I know I want to go left because I can see the stone path snaking upwards, but there are snow drifts, so I can't quite identify the exact point the road splits in two. So I guess at it, and guess at it wrong, and bury the Sorento not just up to its axles but up to the underside of its body in the ice. Verne's crowd didn't travel until late June, you see. Schoolboy error. The Sorento has four-wheel drive and winter tyres but, honestly, that's no protection from idiot motoring writers.

Thankfully, there are passing cross-country skiers who have shovels in their car, other passing tourists with a 4x4 and, most helpfully of all (because it's assumed that no journalist should be left to do stupid things alone), I've been assigned a kind companion who pretends he's not cross with me while he goes to fetch a tow rope. A combination of these things later and the Sorento is pulled free.

There's no way up. Sneffels, I'm afraid, will have to wait, which might be for the best. On the first night inside the volcano, Lidenbrock finds that "the bed was hard, the shelter unsatisfactory", and later his expedition ends up on a raft in an underground sea, grappling with monsters. Ghastly. When they do eventually emerge from under the earth, they've drifted as far as Stromboli, off of Sicily, and it's August. The olives and vines sound nice but, look, I've got deadlines. And there must be other volcanos here, instead.

There are. We're barely touching the western edge of Iceland, but there are loads of them. Astonishing scenery under your feet, in front of you and above you. Everywhere.

And the Sorento? It's very good, like all Kias. It's seriously relaxing on the road, easy to rub along with, and I get it stuck only once more, when I find a road that leads to Sneffels from the other side. I decide against trying to cross the first serious snow patch I find until John, our photographer, makes chicken noises at me over the walkie-talkie, which obviously means I have to try it, and it doesn't work. So it's his fault, really.

Anyway, Iceland. It's a great road trip location. I know everyone who has been to Iceland says it, but it's true. Spectacular amounts of volcano absolutely all around you. Beautiful. Basalt rocks that look like the moon abound, although quite a lot of them are sharp, so if you want to stop for a picnic, do take a chair.

But do go, if you can. Just watch out for the fires. And the ice.

KIA SORENTO 2.2 CRDi 4WD 2

Price	£41,995
Engine	4 cyls in line, 2151cc, turbocharged, diesel
Power	191bhp at 3800rpm
Torque	325lb ft at 1750rpm
Gearbox	8-spd dual-clutch auto
Kerb weight	1929kg
Top speed	124mph
0-62mph	9.0sec (est)
Economy	42.8mpg
CO_2, tax band	174g/km, 37%

Loyal to the end

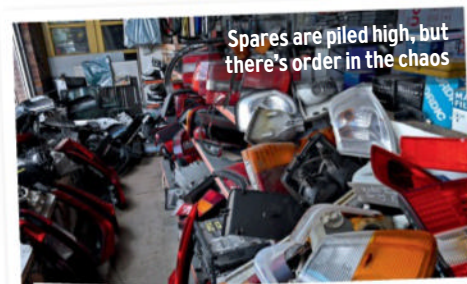
Old-school vehicle breakers' yards are rare these days, but a handful of marque specialists are soldiering on to provide a vital service. **John Evans** pays one a visit

PHOTOGRAPHY JOHN BRADSHAW

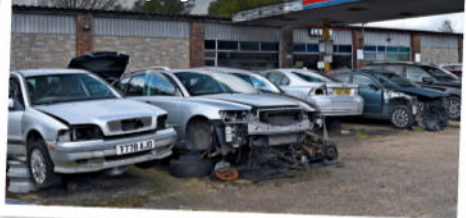
There are scrapyards – and there's Lakes Autos. You can see it from the A1 at Wyboston, a village in Bedfordshire, somewhere between Luton and Peterborough. The road is hardly scenic, but Lakes' jumble of discarded motors is like a kind of ancient forest, albeit of rusting metal rather than trees. You don't see its like much. Not these days. New rules intended to clean up the industry have forced the closure of many small and independent vehicle breakers and sent the dodgy ones off into the shadows. It leaves Lakes as one of the few remaining old-school breakers' yards. But it's one with a difference: it breaks only Volvos.

Wandering the three acres of disintegrating motors (there are around 400 of them, probably more, and the site occupies 14 acres in all) is like taking a journey back in time: 960s, 940s, 740s, 850s, even an ancient 244 DL. They're reminders of Volvo's golden age, and the discarded engines that litter the place recall a time when electric cars were just a glint in a politician's eye.

Lakes is owned by Barry Coppen. With his two brothers, sadly no longer with us, the 77-year-old inherited the petrol station and garage that was previously on the site, plus all the surrounding land, from his father. Coppen was born in London and trained as an engineer, working first on early prototypes of Concorde and the Jaguar attack jet before going into industry. On the death of his parents 30 years ago, he relocated to his father's old business to work with his brothers, but ambition soon took hold.

"There were around 10 scrapyards operating around here, all competing for cars so they could sell spare parts from them," he says. "I decided to focus exclusively on one make and chose Volvos because they were tough and owners were keen to keep them running for as long as they could."

Spares are piled high, but there's order in the chaos

Coppen's knowledge of Volvos is encyclopaedic

There are Volvos of all eras, but the average age is 12

Coppen remembers the A1 then as a single carriageway. "We saw one lorry every 10 minutes but had a steady stream of customers for the parts we were salvaging and selling," he says. "Business was good. Five years ago, after my brothers became ill, I closed the garage and forecourt to concentrate on buying and stripping Volvos for spares we could sell."

We're interrupted by a phone call, one of many that Coppen takes during my visit. "A rear wiper motor for a 2005 Volvo V70?" he confirms with the caller. "Which side does the arm park on? Left or the right? Between 2000 and 2004 they park on the left, but after that on the right, although some cars registered in 2005 were old stock that park on the left. I have a motor in stock."

Call over, Coppen tells me he's blessed with an excellent memory for Volvo parts gained during the past 40 years: "I don't even need to catalogue the parts I stock; I know exactly what I have and where it is, and I've spent thousands of hours learning Volvo faults and their cures."

Seconds later, he demonstrates his knowledge when another caller says he has tried everything but cannot start his 240. "You're getting fuel and you're getting a spark," Coppen repeats. "Perhaps the spark isn't big enough. Check the amplifier behind the headlight that boosts it."

Coppen reckons the average age of his Volvos is 12 years, but I've seen many around the place that are much older.

He removes their lights, door mirrors, radios and parcel shelves for storage and resale. "They're my biggest sellers," he says. "If I left them on the cars, they'd be stolen."

He stocks rows upon rows of lights, none of them labelled, since he says he knows which model each of them fits.

We head outside to inspect the wrecks. I'm keen to locate the oldest, a 1973 144 that he's had for 30 years and claims to still be selling bits from. However, picking our way through the twisted metal is heavy going (Coppen isn't in the best of health) and so it eludes us. No worries: it's enough simply to stumble among the remains of his magnificent 960s and 940s and the occasional 850 estate. Is that a 480 ES over there? Over there an S80 and next to it a C70?

Coppen has huge respect for the cars: "The old Volvos could do 300,000 miles with ease. I once took in a V70 with 525,000 miles on the clock. The only reason many of them ended up here is when the cambelt went and it took the engine with it."

Coppen won't mind me saying he isn't exactly in the first flush of youth. Why not just sell up and retire? "My customers need me," he replies. "Few people know old Volvos as well as I do." I'm willing to bet a stack of old headlights on that.

OTHER SPECIALIST BREAKERS

Lakes Autos (lakes4volvo.co.uk) isn't the only breaker and parts supplier specialising in one make of car. Here are three others:

FLYING SPARES
Rolls-Royce and Bentley

Based in Market Bosworth, this Bentley and Rolls-Royce parts supplier can provide genuine and aftermarket new components and used parts, either reconditioned or recycled. Many of the latter are sourced from the 50 or so scrapped vehicles that it keeps on site.
flyingspares.com

RAILWAY AUTOSPARES
BMW

Not surprisingly, there are lots of breakers specialising in BMWs, but one that caught our eye was Railway Spares in Northern Ireland, located south of Belfast. Founded in 1993, it has in stock up to 100 BMWs, which it breaks for spares.
railwayautospares.com

EUROSPARES
Ferrari

This business, based in Halstead, Essex, actually breaks all Italian exotica, but it's the scrapped Ferraris it breaks for parts that it's known for the world over. Current 'wrecks' include a 456, a 355, a 612 Scaglietti and a 348.
eurospares.co.uk

Make mine a slightly

The Little Car Company has hit new heights of scaled-down kerb appeal with its recreated

PHOTOGRAPHY JACK HARRISON

smaller one

Blower Junior. **James Disdale** revels in the attention

It looks like a real car, but in reality the Blower Junior is classed as a quadricycle, much like the Citroën Ami. That means it can be driven by 16-year-olds.

"That's a very cool car," coos the cyclist as he pulls up alongside us at a set of traffic lights in central London. He's far from the first of our fellow road users to offer this positive appraisal, and we've been on the road for barely 15 minutes.

As the signals turn green and we move away he chimes in with another observation: "Wow, it's electric – that's amazing." Again, we've heard this before, and we'll continue to hear it for the rest of our jaunt around the capital.

Our two-wheeled friend keeps pace with us for 100 metres or so before the traffic slows again and he's able to slip ahead through the snarl-up. However, just as he disappears he takes one more glance back at us and, with a big grin, shouts: "You have the best day!"

It's an unexpectedly generous and friendly wish from a resident of what is traditionally the UK's grumpiest city, but it's also a largely unnecessary instruction because, frankly, we're already having a whale of a time. Despite being not only in what is likely to be the slowest and most basic car an Autocar tester will pedal in 2024 but also confined to the congested streets of London, both myself and snapper Jack Harrison, who is perched behind me, have been giggling like idiots from the moment we turned a wheel.

Welcome, then, to the Bentley Blower Junior, the latest Lilliputian creation from the Little Car Company. The Bicester-based concern has already produced a number of exquisite pint-sized and electrically powered recreation motors, most notably an Aston Martin DB5 and a Ferrari 250 Testarossa, but the Bentley is the firm's first road-legal offering, hence our chance to sample it on public roads.

London's traffic-clogged highways and byways might seem an odd place to launch a new car, but the choice of location is actually a stroke of genius. For starters, despite being based on a car that was bred for high-speed competition, the Little Car Company (let's call it LCC for short, shall we?) Blower has extremely modest performance and range (top speed is 45mph, and you might be able to squeeze 65 miles out of a full battery), making the open road a destination only for the brave or the foolhardy.

Moreover, London is also the birthplace of the Bentley brand: company founder WO Bentley assembled his first car here in the capital back in 1919. In fact, you can still visit the site of the very modest workshop where it all started. Located down a quiet mews just around the corner from Marylebone Station, 47 Chagford Street has long since been turned into a residential property, but a small blue plaque pinpoints the exact place where a motoring legend was born.

We pull up outside to take a few shots, and the pause in proceedings proves to be the perfect ➔

← opportunity to take stock of LCC's handiwork. It's the largest, literally, project it's taken on, the car's 85% scale being an increase from the usual 67% to 75% range it works in. Even so, the Blower Junior still fills less space on the road than a narrow-bodied Caterham Seven.

Like all of LCC's line-up, this is an officially licensed product, hand-crafted using extensive 3D imagery of the original machine. In this case, it's the 1929 4½ Litre Bentley Supercharged Team Car No 2 that raced in the following year's Le Mans 24 Hours. Engineered and built by original 'Bentley Boy' Sir Henry 'Tim' Birkin, the full-size machine (see separate story, right) is now part of Bentley's heritage collection.

Where possible, original materials and production methods are used in every LCC build, so the Junior's aluminium body panels are hand-formed, while the seats and interior are trimmed in the same Dark Green Lustrana hide found in the 12 Blower Continuation Series cars that were produced from recreated components in 2020.

There's also a machine-turned dashboard packed with period dials, repurposed in a couple of cases to show the battery capacity and the motor's current output, while the large four-spoke steering wheel is rope-wound, like the original, although in the Junior it sits ahead of a centrally mounted driver's seat. Only a TFT display for the clock and a rather incongruous pair of posts for the seatbelt mountings spoil the otherwise period-perfect picture.

Under the skin there's a ladder-frame chassis that carries the body and leaf-sprung suspension complete with friction dampers. Of course, and unlike its rather larger great-grandfather, there's no bellowing supercharged four-cylinder engine; power (and we use that term in the loosest possible terms) instead comes from a 20bhp motor that drives the rear wheels through a single-speed reduction gear, while the only noise is an incongruous space-age whine from the pedestrian-warning sound generator.

There's also a 10.8kWh battery, which in a particularly neat touch is recharged through a CCS port hidden in the fake supercharger housing sticking out from the bottom of the grille. Other deviations from the original include a light and strong carbonfibre tub for the body structure in place of the original's ash frame, although it is covered with the period-correct impregnated fabric for that authentic 1920s look.

With the pictures committed to memory card, we climb aboard and continue our tour of London. Our next logical stop-off should be the suburb of Cricklewood, where WO moved his operations months after starting the company, but that's a six-mile, traffic-strewn schlep away and we've only got the car for a few hours.

Besides, the original Blower was actually cobbled together at Birkin's own premises in Welwyn Garden City, Hertfordshire, and with only around 40% charge we would struggle to get there, let alone make the return trip. Instead, we decide on a sight-seeing trip to take in some thoroughly British tourist traps in our suitably Union flag-adorned Racing Green tour bus.

Getting out of the narrow mews is a doddle, the Bentley barely stretching the tape measure at a slim-hipped 1.5 metres (4ft 11in in old money). Those compact dimensions and a panoramic view out – there are no windows to speak of, nor a roof, but true Bentley Boys never put the hood up anyway, even in the wettest and windiest weather – mean the Junior is perfect for sliding into the smallest gaps in the traffic. It's so narrow, in fact, that you soon forget about flicking the Bakelite-like switch for the indicators

"We feel like we're bowling down the Mulsanne Straight, giving it the full Birkin"

Blower Junior wins public approval on the streets of London

BLOWER BEGINNINGS

Despite its legendary status, the Blower Bentley was viewed with disdain by old man WO. When it came to engines, he believed, bigger was better, so he was never fully on board with the idea of forced induction.

Instead, Sir Henry Ralph Stanley Birkin, one of the original squad of upper-crust racers known as the 'Bentley Boys', was the driving force behind the project. He set up a separate workshop in Welwyn Garden City and drained the deep pockets of benefactor and socialite Dorothy Paget to fund development. Believing a smaller and lighter racer was needed to take on the might of Mercedes, he bolted a Roots-type supercharger onto the existing 4.5-litre four-pot, which in racing form developed 240bhp – more than WO's 6.5-litre Speed Six models.

Unfortunately, reliability wasn't as easy to come by as power, with Blowers failing to finish at Le Mans in 1930. Even so, the car's performance and back story meant it gained fame despite a lack of results, and today it's arguably the best-known Bentley of the lot.

and instead use your outstretched arms as turn signals, pushbike-style.

Given London's blanket 20mph speed limit and frequent jams, we've got the car in Comfort mode (there's also Bentley and Sport settings, each accessed by twirling a wooden rotary switch on the dash), which limits power but increases the battery regeneration when slowing to halt. Even so, there's more than enough acceleration to keep up with the (slow) flow of traffic, and because you're so exposed, even 15mph feels perilously quick as you're gently blown around by the elements. Eyewear is a essential, because the small aero screen is next to useless.

On the one short stretch of dual carriageway we encounter on the run back to the car's base deep in the bowels of Westfield shopping centre, we get to engage Sport and unleash the full 20bhp. Hunched over the wheel, shoulders tucked in and teeth gritted, we feel like we're bowling down the Mulsanne Straight and giving it the full Birkin, even though we're only just nudging the posted 40mph limit.

The sense of flat-out fun is enhanced by the bone-shaking ride from that leaf-sprung suspension and vintage-spec handling that makes every roundabout, junction and width-restricting chicane a real elbows-out affair. The light but fairly long-winded worm-and-roller steering feels vague around the straight-ahead and lacks any real self-centring, but happily the modern disc brakes are strong and operate with surprisingly good feel.

Yet none of this matters, because this car is about so much more than raw statistics and honed driving dynamics. For most of the day we rarely exceed 20mph, and, well, that's just fine. Instead, we revel in the sense of occasion and, yes, I'll admit it, the attention.

As we move past the Houses of Parliament and Buckingham Palace the throngs of tourists turn their smartphones from the centuries-old attractions to the shrink-rayed Bentley. Every time you stop there's a barrage of questions and big grins, which only get broader as you give them a blast of the car's Toad of Toad Hall klaxon as a parting shot. As a feel-good mode of transport, the Blower is hard to beat.

Objectively, of course, the LCC Bentley makes no sense. It offers meagre performance, a limited range and absolutely no protection from the weather. And then there's the thorny issue of price, because at £108,000 this is one very expensive plaything – although with just 99 examples planned, exclusivity is guaranteed.

Yet anyone with the means could spend 20 times this sum on an unobtanium hypercar and not garner 10% of the attention or, crucially, the goodwill. Wherever we went we were welcomed with open arms by pedestrians, cyclists and other drivers alike. Simply put, they love the baby Blower. And so do we.

The Junior's driver's door is the only thing that's the same size as that of the original: an 85%-scale recreation would have made entry and exit a bit tricky.

Bijou package makes it an ideal (if expensive) city car

CCS cable plugs into fake blower

	LITTLE CAR COMPANY BENTLEY BLOWER JUNIOR	1930 BENTLEY BLOWER (RACE SPECIFICATION)
Price	£108,000	From £3,000,000 (est)
Engine	48V electric motor	4 cyls in line, 4398cc, supercharged, petrol
Power	20bhp	240bhp at 4200rpm
Torque	98lb ft	na
Gearbox	1-spd reduction gear, RWD	4-spd manual, RWD
Kerb weight	550kg	1450kg (est)
0-62mph	na	12.0sec (est)
Top speed	45mph	125mph (est)
Battery	10.8kWh	na
Range	65 miles	10mpg (on a good day)
CO_2	0g/km	Lots

AUTOCAR
ROAD TEST
No 5677

Volkswagen Touareg

VW brings plug-in hybrid power to its big family SUV for a lower price

MODEL TESTED **3.0 TSI eHYBRID 4MOTION ELEGANCE**

Price £69,150 • **Power** 376bhp • **Torque** 443lb ft • **0-60mph** 6.2sec • **30-70mph in fourth** 7.1sec • **Fuel economy** 35.9mpg • **CO_2 emissions** 51g/km • **70-0mph** 46.0m

PHOTOGRAPHY JACK HARRISON

The Volkswagen Touareg is a full-size sports utility vehicle of quite a particular sort. Now in its third decade, it has long been used as a technological testbed and demonstrator for its parent company, a little like the S-Class limousine once was by Mercedes-Benz and the A8 by Audi.

But despite that, and even though it has been available with some pretty immodest-sounding engines over the years, this remains a singularly humble, functional and understated kind of car – something much closer in character to a Land Rover Discovery or old-generation Volvo XC90 than the Porsche Cayenne or Audi Q7 to which it's technically related.

At its height – when close to 100,000 examples a year were rolling off the Bratislava production lines and you could buy one with anything from a V6 diesel to a V10 TDI or even a petrol W12 – this car's appeal was almost entirely defined by its mechanicals, what they could do (towing a Boeing 747 may spring to mind), where they could take you and how. The conferred status and kerbside allure of so many of today's 'aspirational' SUVs could hardly be more different.

Now, with VW's cheaper, American-built Atlas having moved in on its patch somewhat, the Touareg has a smaller part to play in the firm's fortunes – but a no less important strategic role. And growth areas for the model still exist, as shown by this week's road test subject: the eHybrid Elegance.

This derivative was added as part of a 2023 mid-life facelift. Plug-in hybrid power first came to the Touareg in 2021 in the guise of the range-topping R – and now this car becomes a second, cheaper PHEV that's a bit more accessible for those wanting an alternative to diesel.

DESIGN AND ENGINEERING

★★★½☆

The facelifted Touareg's front and rear fascias are both new. When this car was unveiled in 2023, it became the first Volkswagen model to get the latest-generation IQ Light HD LED matrix headlights. They are standard on UK models and lend the car a slightly more ornate-looking stare. The wider radiator grille underneath the lamps, complete with a thin LED light bar running across its width, help to complete the refreshed look.

At the rear, another LED light bar has been added and replaces the car's old tail-lights. On upper-trim models, even the VW badge on the car's rump can be illuminated in red to match to look of the light bar. (Opt for Elegance trim and you will avoid this, and most testers were rather glad that our test car did).

Underneath the aluminium and steel bodywork is a mixed-metal monocoque chassis derived from the Volkswagen Group's MLB Evo platform. It accommodates engines north-south, all of which are now 3.0-litre turbo V6s of one sort or another; with eight-speed torque-converter automatic gearboxes immediately downstream, with or without a sandwich-style electric drive motor integrated ahead of them; and with a Torsen torque-biasing centre differential supplying the permanent four-wheel drive from there on out.

UK buyers can choose either a 228bhp or 282bhp V6 TDI diesel or a 335bhp V6 TSI turbo petrol. Then there's our 376bhp petrol-electric eHybrid (priced below two out of three of those ICE options) and the range-topping 456bhp eHybrid R.

It makes for a slightly odd-looking pricing hierarchy, but that's partly because this new, more affordable PHEV misses out on some of the standard equipment of other Touaregs. While combustion-engined cars (offered in the UK in Black Edition trim only) get adaptively damped, self-levelling, height-adjustable air suspension as standard (as does the range-topping eHybrid R – and both Black Edition and eHybrid R models can have optional four-wheel steering), the eHybrid Elegance gets fixed-height steel coil springs and passive dampers instead (air springs being a cost option).

Wider experience suggests this →

Range at a glance

MODELS	POWER	FROM
3.0 V6 TDI 231 4Motion Black Edition	228bhp	£68,065
3.0 V6 TSI eHybrid 4Motion Elegance	376bhp	£69,150
3.0 V6 TDI 286 4Motion Black Edition	282bhp	£70,745
3.0 V6 TSI 4Motion Black Edition	335bhp	£72,530
3.0 V6 TSI eHybrid 4Motion R	456bhp	£80,710

TRANSMISSION

8-spd automatic ■

The facelifted Touareg has a curious derivative hierarchy that makes a more powerful electrified petrol cheaper than a less powerful diesel. That's because the car's equipment levels don't neatly align for comparison.

If you want unhybridised V6 petrol or diesel power, you can get it only in Black Edition trim. The cheaper of the two eHybrid PHEVs comes in Elegance trim only and the more powerful PHEV only as an R.

We like

- Versatility and all-round family-car functionality
- Commendable performance and refinement from the PHEV powertrain
- Mature, unpretentious character is unusual among current SUVs

We don't like

- Lab-test CO_2 and electric range will disappoint would-be fleet customers
- Real-world fuel efficiency isn't great
- Ride comfort – on standard coil springs, at least – is inconsistent

Touareg has been a VW fixture since 2002

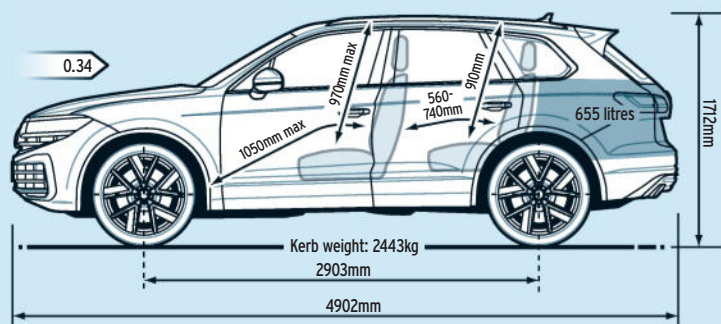
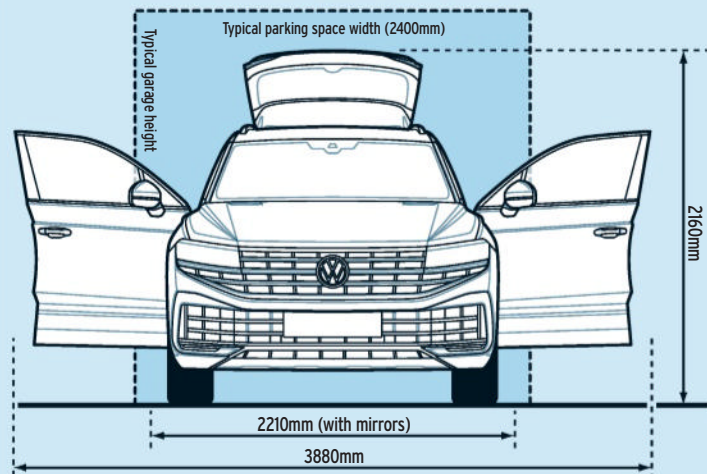
LED light bars come in with the mid-life facelift at both the front and rear and, on a car like this, we're not sure they sit entirely comfortably – let alone the red illuminated VW logo on R-Line models.

Extra-wide radiator grille is the main visual identifier at the front. It gives the Touareg its own 'face' in a wider Volkswagen model range in which most cars are switching to a more faired-in, Golf-style look.

While other Touareg models get Black Pack body styling, this one retains its chrome window dressing and clear glazing right to the D-pillar – which looks rather lovely.

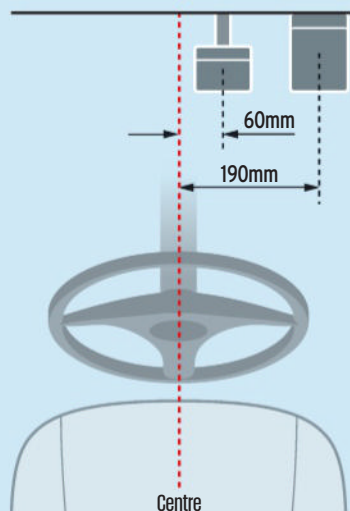
Charging port is on the nearside rear quarter and takes an AC seven-pin cable only. A full battery is a 2.5-hour charge from empty using a 7.2kW supply.

Weights and measures

DIMENSIONS

PARKING

WHEEL AND PEDAL ALIGNMENT

Pedal placement is spot on as part of a very comfortable and well-supported driving position with lots of steering column adjustment range.

HEADLIGHTS

VW's IQ matrix adaptive LED headlights come as standard, with special features for motorway lane lighting and bad weather. Summer conditions afforded no opportunity to test them.

● Front seats had VW's Varenna Comfort upgrade and were very comfortable and adjustable indeed. Independent head restraints were appreciated as well.

● Second-row seats slide and recline and they tumble forward easily too. Space isn't palatial back here, but taller adults will still be comfortable.

● Boot is wide and long, if a little shallow – and because there's no underfloor storage, your cables have to take up a little of the loading space.

will have been done in a bid to save weight and cut electrical power consumption on the car's standard homologation model, boosting lab-test electric-only range. But it doesn't quite boost it enough for the car to sneak below 50g/km of WLTP-rated CO_2 emissions, which leaves this Touareg as a relatively expensive 15% benefit-in-kind PHEV company car, when most direct rivals are 8% and some now hit 5%.

On the proving ground scales, our test car weighed 2446kg, 52% of which was over the front axle. That's a respectable figure for a full-size, V6-engined, PHEV SUV, although the drive battery (14.3kWh of usable capacity) is quite small by class standards.

INTERIOR

★★★★☆

The Touareg has never been affectatiously sporty, and it's reassuring to find that, at the big-selling business end of the model range, it remains resolutely versatile, comfortable, functional, pleasant and just a little reserved.

There is some modern material ritz and glitz about the dashboard and driving environment here – a little more piano black trim on the centre console than in the pre-facelift car and some plusher soft-touch materials on the upper door panels and around the margins of the footwells. But even here, the shinier decor is deployed with a note of moderation and a clear rejection of any chintziness.

Its light leathers and standard panoramic roof lend a subjective impression of airiness and space to a cabin that isn't as expansive or luxuriant as some key rivals but still makes good use of the space it does have. Excellent front seats offer a wide range of cushion and squab adjustment and independent, adjustable head restraints.

Although the three second-row seats aren't the roomiest for taller adults, they slide and recline and they support their occupants fairly well. Rear occupants are also surrounded by their own climate controls and useful storage areas.

In the boot, the position of the battery rules out underfloor storage and puts a limit on outright loading height in a cargo bay that is generous for length and width. Because there's nowhere else to store the car's twin charging cables, you end up with a sizable soft cable bag taking up some boot space. It can be attached via clips to the lashing points of the cargo bay floor so that it doesn't slide its way around while you're driving, but really it's high time that cars like this offered neater solutions for cable storage.

PERFORMANCE

★★★★☆

Although it's positioned towards the more affordable end of the →

● Storage net on this side of the footwell held our test car's handbook, but it's a practical touch typical of the car that could easily be put to all sorts of uses.

● There's a bit more gloss black trim on the centre console than the pre-facelift Touareg had but not enough to get too smudgy with greasy finger marks.

● Rotary knob on the transmission tunnel makes it easy to hop between driving modes. Press the button in the middle to select hybrid or electric modes.

Multimedia system ★★★½☆

This generation of the Touareg came along a couple of years before Volkswagen's MIB-based infotainment systems were fitted to its ID electric cars and the Mk8 Golf. Its Innovision Cockpit system is designed to sit within the fascia, so it looks neater, but it still has a lot of technological appeal, with a 15in central display that's connected to a big digital instrument pack.

Volkswagen added wireless smartphone mirroring to it as part of the Touareg's facelift. It also upgraded the navigation system with higher-resolution mapping and lane-level navigation and it uprated the USB-C charging ports to 45W (so that they might be powerful enough to keep laptops and tablet PCs powered up).

We would prefer physical climate controls and more physical shortcut keys but, for an all-touchscreen system, this one is fairly easy to navigate. It also renders Apple CarPlay mirroring at usefully large scale, making the icons very easy to hit.

> The car handles maybe 10% or even 20% better than the average big SUV

full-size PHEV SUV niche on price, this Touareg does offer a multi-cylinder engine where plenty of direct rivals (Lexus RX 450h+, Mercedes-Benz GLE 400e, Land Rover Defender P300e) can come back with only four-cylinder alternatives. So a decent, assertive turn of pace wouldn't go amiss.

The Touareg has one matching that description. It's perhaps only a very marginally quicker car than some of those four-pot rivals in practice: it needed 6.2sec, on a clear dry day, to hit 60mph from rest and probably should have been a little quicker still against a 5.9sec 0-62mph manufacturer claim. But then it doesn't have a driveline particularly given to explosive starts (torque-converter 'box, Torsen centre diff) and the 5.7sec it took to cover 30-70mph through the gears (Lexus RX 500h 5.5sec, Range Rover Sport D300 6.6sec) is perhaps a truer indication of a powertrain that does feel like it has some potency to dish out when called to.

There's certainly a sense of 'torque fill' here – of an electric motor effectively filling in the gaps the car's power delivery. The electric motor can actually feel slightly brusque as you tip into the throttle pedal from either rest or crawling speed, as the torque fights its way through the friction imposed by gearbox and differential, but there's an eerie consistency about the way it seems to make the Touareg accelerate after that. You can even see it in our in-gear acceleration numbers: in third gear, there's only 0.8sec of difference between how long the car takes to get from 60mph to 80mph, for example, than from 30mph to 50mph.

Robustness of performance is also impressive. We retested standing-start performance when the drive battery was fully depleted and noted no significant deterioration in acceleration – something that suggests this hybrid system could possibly work a lot harder if it was calibrated to.

The eight-speed gearbox shifts very smoothly, and quickly enough when you flick a paddle. Brake pedal feel is progressive enough, and not overly soft or artificial in the upper reaches of travel too.

HANDLING AND STABILITY

★★★½☆

One of the key dynamic advancements for this facelifted Touareg, it's claimed, is a sensor that detects when the car has a load on its roof. With it, Volkswagen has been able to configure the car for greater mechanical grip and with an electronic stability control system that can switch into a more risk-averse calibration only when it needs to.

Our test car had 20in alloy wheels with fairly wide-section Pirelli P Zero 'summer' tyres – and even without VW's variable-height air suspension and four-wheel steering systems, it did indeed have quite a strong and tenacious kind of grip and stability about it. It didn't extend as far as to create much in the way of driver appeal, or to make the Touareg feel like anything other than the mature, pragmatic, unpretentious family car you would take it to be. But, in its readiness to be pressed along a well-surfaced road, carrying greater speed through bends than you might expect it to, the car does handle maybe 10% or even 20% better than the average big SUV.

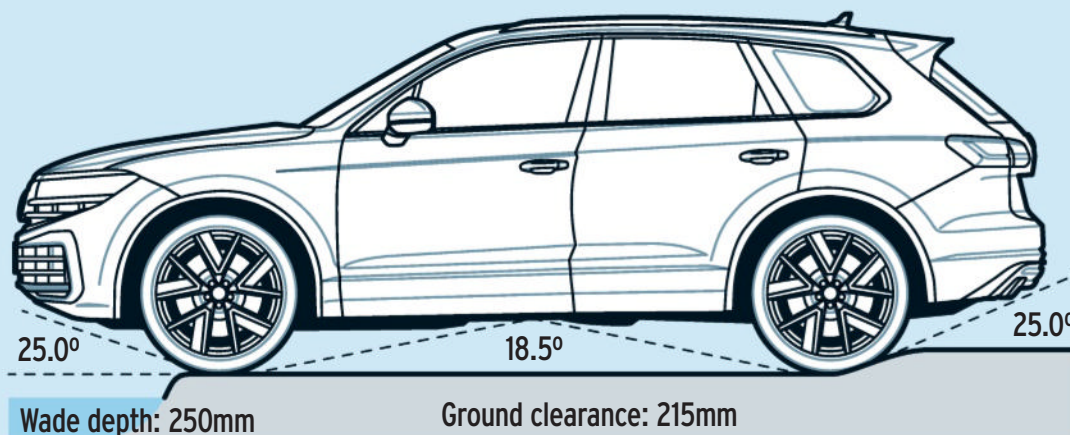
The fairly fast, 'progressively' geared steering (2.4 turns between locks and quicker off-centre than on it) can feel a little heavy and cumbersome at parking speeds. Although it's typical of smaller

It's an easy car to drive in that characteristically Volkswagen way and offers good refinement, comfortable cruising and, away from uneven country roads, a settled ride.

Off-road notes

The Touareg's Torsen-style permanent four-wheel drive system puts it in a better position for tougher off-roading than even certain MLB Evo platform relations (which use clutch-based part-time four-wheel drive instead). We tested the car without ride-height-adjustable air suspension and on Pirelli P Zero road-biased tyres, which is quite a long way from what you might consider an off-road-optimised specification. And yet it coped with Millbrook's rutted and steep gravel course easily.

The car comes with dedicated driving modes for both 'off road' and 'snow', which optimise its traction control and pedal and transmission calibration. It climbed a 35deg gravel incline very assuredly, and although we failed to activate its hill descent control system, we found that it descended just as easily. On wet grass and wet mud, however, we would expect those P Zero tyres to struggle a little.

25.0º
18.5º
25.0º
Wade depth: 250mm
Ground clearance: 215mm

Volkswagens, it doesn't always work as well on something of this size and weight, where a simpler rack and a wheel with greater mechanical advantage might simply have felt more intuitive.

But above walking pace, the Touareg's manoeuvrability and wieldiness improves. It tucks in when negotiating roundabouts and tighter bends very neatly; is stable and assured at motorway speeds; and, aside from making you occasionally put in that extra bit of momentary physical effort when parking than you might prefer, manages to be a big SUV that's easy to drive and so feels characteristically Volkswagen.

COMFORT AND ISOLATION

★★★½☆

The particular combination of kerb weight and suspension specification of our Touareg eHybrid test car gave it a ride that varied from quiet and settled to slightly restive and busy, depending on the road it was travelling on.

All-round noise and vibration isolation was good. We measured 62dBA of cabin noise at 50mph on a warm and fairly still day at Millbrook Proving Ground. A Range Rover Sport is quieter still (D300 60dBA), but plenty of full-size SUV rivals aren't (BMW X5 50e 65dBA, Audi Q8 50 TDI 62dBA). The Touareg's hybrid powertrain sits firmly in the background of a driving experience that, for the most part, feels smooth, hushed and well mannered.

As we've already recorded, the front seats are very good – adjustable, enveloping and sensibly supportive and not a shred too 'sporty' for their own good. Visibility is likewise good, backed up by a 360deg parking camera in our test car's case (which came as part of an £850 option).

It was a slight shame, then, that the car's otherwise pervading sense of calm tended to disappear over uneven country roads, when the stiffness of Volkswagen's standard-fit passive dampers and anti-roll bars made for just a little more lateral fidget and occupant head toss than was conducive to good passenger comfort.

It's not a constant problem and could be as easy to solve as simply ordering the optional air suspension (£1705) – but we would certainly do that with optimum ride comfort front of mind.

BUYING AND OWNING

★★★½☆

Having positioned and priced the car as the value hybrid option in the Touareg range, Volkswagen is also offering quite a lot of manufacturer finance support for the eHybrid Elegance at present.

The company will currently put £8000 towards your deposit if you buy on a PCP. That should help to offset the impact of the pretty poor residual values forecast by Cap HPI for the car and bring it in at an equally appealing monthly price for private buyers. For fleet users, of course, Volkswagen's failure to hit a sub-50g/km CO_2 lab test result could be quite costly, which might explain why the company is incentivising PCP deals as it is.

Our testing suggests the car should return a real-world 26-mile EV range in mixed in- and out-of-town use. While that's a fraction of what rival PHEV SUVs might do, it might still be enough to deliver savings to the right kind of owner, who can charge at both office and home. It would take quite a lot of regular short-range motoring to get average fuel economy above 50mpg, though, from a car in which 'range-extended' motorway cruising is typically done at about 34mpg. →

ACCELERATION

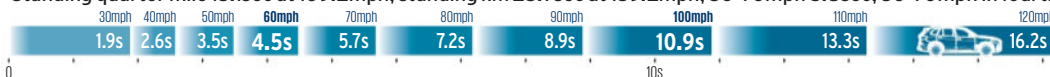
Volkswagen Touareg 3.0 TSI eHybrid 4Motion Elegance (18deg C, dry)

Standing quarter mile 14.5sec at 98.3mph, standing km 26.3sec at 126.2mph, 30-70mph 5.7sec, 30-70mph in fourth 7.1sec

30mph	40mph	50mph	60mph	70mph	80mph	90mph	100mph	110mph	120mph
2.1s	3.3s	4.5s	6.2s	7.8s	9.8s	12.2s	15.0s	18.7s	23.0s

BMW X5 xDrive50e M Sport (2024, 2deg C, dry)

Standing quarter mile 13.1sec at 109.2mph, standing km 23.7sec at 139.2mph, 30-70mph 3.8sec, 30-70mph in fourth 4.8sec

30mph	40mph	50mph	60mph	70mph	80mph	90mph	100mph	110mph	120mph
1.9s	2.6s	3.5s	4.5s	5.7s	7.2s	8.9s	10.9s	13.3s	16.2s

BRAKING 60-0mph: 2.79sec

Volkswagen Touareg 3.0 TSI eHybrid 4Motion Elegance (18deg C, dry)

30mph-0	50mph-0	70mph-0
8.8m	23.8m	46.0m

BMW X5 xDrive50e M Sport (2024, 2deg C, dry)

30mph-0	50mph-0	70mph-0
8.9m	24.6m	49.3m

Data log

VOLKSWAGEN TOUAREG 3.0 TSI 4MOTION eHYBRID ELEGANCE

On-the-road price	£69,150
Price as tested	£75,745
Value after 3yrs/36k miles	£30,425
Contract hire pcm	£762
Insurance	47

TYPICAL PCP QUOTE

3 years/30,000 miles, 25% deposit £862

A £17k deposit might seem quite a lot for this PCP deal, but VW will chip in £8000 of it as part of its current finance offer. The 6.9% APR is fairly high but not extortionate and the optional £30k balloon payment is about right, based on Cap's RV forecasting. Visit volkswagen.co.uk for info.

EQUIPMENT CHECKLIST

Front, side, and front and rear curtain airbags	■
Four-zone climate control	■
Panoramic glass sunroof	■
Adaptive cruise control, including front assist	■
Parking sensors front and rear, plus reversing camera	■
Mode 2 and Mode 3 charging cables	■
20in Braga alloy wheels	■
12in digital instrument display, 15in Discover Pro Max touchscreen infotainment, wireless phone charger, five USB-C ports	■
Eight-speaker audio	■
Powered folding towbar	**£1195**
Tyre pressure monitoring system	**£175**
Park Assist Pro	**£850**
Varenna leather Comfort Pack	**£1890**
Memory Pack Plus with power seats	**£775**
Ambient Lighting Pack	**£325**
Meloe Blue crystal-effect paint	**£1385**

Options in **bold** fitted to test car
■ = Standard na = not available

TECHNICAL LAYOUT

The Touareg uses the VW Group's MLB Evo platform so is related to everything from the Audi Q7 to the Lamborghini Urus. It has a monocoque chassis with a mix of aluminium and steel; longways V6 engines up front; eight-speed torque-converter gearboxes; Torsen centre-diff-based permanent four-wheel drive; and coil suspension as standard, with adaptively damped, self-levelling air springs optional.

ENGINE & MOTOR

Installation	Front, longitudinal, four-wheel drive,
Type	V6, 2995cc, turbocharged, petrol
Power/torque	335bhp/332lb ft
Compression ratio	11.2:1
Hybrid assist	Permanent magnet synchronous motor, upstream of gearbox; 134bhp, 295lb ft
Battery type	Lithium ion (NMC)
Battery capacity	17.9/14.3kWh (total/usable)
Total system power	376bhp
Total system torque	443lb ft
Power to weight	154bhp per tonne
Torque to weight	181lb ft per tonne

ECONOMY

TEST	**Track**	8.9mpg
	Touring	34.1mpg
	Average	35.9mpg
	Range	589 miles
	EV range	26 miles
CLAIMED	**Combined**	128.0mpg
	EV range	31 miles
	Fuel tank size	75 litres

EMISSIONS & TAX

CO_2 emissions	51g/km
Tax at 20/40% pcm	£173/£346

CHASSIS & BODY

Construction	Aluminium/steel monocoque and body
Weight/as tested	2443kg/2446kg
Drag coefficient	0.34
Wheels	9.5Jx20in
Tyres	285/45 R20 108W, Pirelli P Zero
Spare	None (mobility foam)

TRANSMISSION

Type 8-spd automatic
Ratios/mph per 100mph
1st 4.714/5.9 **2nd** 3.143/8.9 **3rd** 2.106/13.3
4th 1.667/16.8 **5th** 1.285/ **6th** 1.000/28.0
7th 0.839/33.3 **8th** 9.667/41.8
Final drive ratio 3.204:1

SUSPENSION

Front Double wishbones, coil springs, anti-roll bar
Rear Multi-link, coil springs, anti-roll bar

BRAKES

Front 400mm ventilated discs
Rear 350mm ventilated discs
Anti-lock Standard, with Brake Assist
Handbrake type Electronic, via switch
Handbrake location Right of centre console

STEERING

Type Electromechanical, rack and pinion
Turns lock to lock 2.4
Turning circle 12.2m

SAFETY

ABS Plus, HBA, EBD, ESC, Hill Descent Assist
Euro NCAP crash rating 5 stars (2018, 3.0 TD)
Adult occupant 89% **Child occupant** 86%
Pedestrian protection 72% **Safety assist** 81%

CABIN NOISE

Idle 44dBA **Max rpm in 4th gear** 73dBA
30mph 59dBA **50mph** 62dBA **70mph** 66dBA

ACCELERATION

MPH	TIME (sec)
0-30	2.1
0-40	3.3
0-50	4.5
0-60	6.2
0-70	7.8
0-80	9.8
0-90	12.2
0-100	15.0
0-110	18.7
0-120	23.0
0-130	-
0-140	-
0-150	-
0-160	-

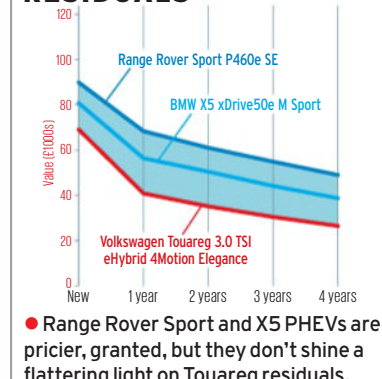
ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	2.1	2.8	-	-	-	-	-
30-50	2.2	2.8	3.5	4.6	-	-	-
40-60	2.7	2.8	3.6	4.7	6.1	-	-
50-70	-	3.0	3.6	4.8	6.3	7.8	12.6
60-80	-	3.6	3.8	4.9	6.6	8.2	11.3
70-90	-	-	4.2	5.1	7.0	8.8	12.2
80-100	-	-	5.1	5.4	7.3	9.5	13.8
90-110	-	-	-	6.1	7.8	10.6	-
100-120	-	-	-	7.6	8.6	-	-
110-130	-	-	-	10.1	-	-	-
120-140	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-

MAX SPEEDS IN GEAR

Gear	Speed	rpm
1	37mph	6200rpm
2	55mph	6200rpm
3	83mph	6200rpm
4	104mph	6200rpm
5	134mph	6200rpm
6	155mph	5541rpm
7	155mph	4654rpm
8	155mph	3712rpm

RESIDUALS

● Range Rover Sport and X5 PHEVs are pricier, granted, but they don't shine a flattering light on Touareg residuals.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. For information on the Touareg, contact Volkswagen UK Customer Service Centre, PO Box 9004, Leeds, LS1 9WA (0800 333666, volkswagen.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

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VERDICT
★★★½☆

It's versatile and likably unpretentious but won't be a default fleet pick

It must be a real challenge to maintain the mature appeal of a car like the Touareg in an SUV market increasingly taken with superfluous sporty styling, outright design appeal and misplaced performance tuning – and yet VW is managing it.

There's something classically Volkswagen about the positioning of this new petrol-electric Touareg, which packages up PHEV tech and presents it at a price to beat all but the cheapest diesel derivative. What results is an electrified SUV that isn't as fast as some or as tax-savvy as others, but it is a car that feels functional and moderate in its outlook, rather than one dominated by any particular part of its brief. It will off-road a bit; tow and haul a bit; cosset and comfort fairly well; handle both school run and tip run with ease; and find a turn of speed and more than a modicum of handling dynamism when it needs to.

Many will overlook this car because it doesn't have the outright desirability of key rivals or because it won't save them money in quite the same way – and that's understandable enough. But there's a quiet competence and genuine versatility to it that may be all the recommendation it needs.

Testers' notes

MATT SAUNDERS Not many full-size SUVs have the classlessness of this Touareg. In just the right spec, it reminds me of a 1980s Mercedes-Benz E-Class Estate or a Mk1 Land Rover Discovery: you could take it anywhere and nobody would judge you for it.

ILLYA VERPRAET I'm always amazed when a company the size of Volkswagen misses what must have been a key performance target – in this case, g/km of CO_2 – by such a narrow margin, but maybe 51g/km really was the absolute best this powertrain could do.

Spec advice

The diesel versus hybrid debate for private money will depend a lot on your circumstances, but if you can't charge cheaply at home, stick with a TDI. If you choose PHEV, add air suspension (£1705), a head-up display (£1140) and Varenna leather Comfort seats (£1890).

Jobs for the facelift

- Make air suspension standard across the UK model range.
- Boost drive battery capacity and EV range.
- Ensure any novel styling features are in line with the car's grown-up market positioning.

ROAD TEST RIVALS

Verdicts on every new car, p68

1. **BMW X5 xDRIVE50E M SPORT** Convincing blend of six-pot pace and richness, competitive value, premium appeal and electric range makes this the class swot. ★★★★½
2. **RANGE ROVER SPORT P460E SE** Plenty of desirability to back up the price, plus great refinement, handling and electric range. ★★★★½
3. **PORSCHE CAYENNE E-HYBRID** Renewed Cayenne isn't a lot more money than the Touareg, before options at least. Sportier prospect. Convincing in its way. ★★★★☆
4. **MERCEDES-BENZ GLE 400E 4MATIC AMG LINE** Four-cylinder Merc isn't as refined as the VW but is as quick and goes farther on a charge. ★★★½☆
5. **VOLKSWAGEN TOUAREG 3.0 TSI eHYBRID ELEGANCE** Well priced, functional and a bit understated, even if the PHEV vitals let it down somewhat. ★★★½☆

	1 BMW X5	2 Range Rover Sport	3 Porsche Cayenne	4 Mercedes-Benz GLE	5 Volkswagen Touareg
Price	£80,780	£90,145	£79,800	£82,200	£69,150
Power, torque	483bhp, 516lb ft	454bhp, 406lb ft	464bhp, 479lb ft	376bhp, 479lb ft	376bhp, 443lb ft
0-62mph, top speed	4.8sec, 155mph	5.3sec, 140mph	4.9sec, 158mph	6.1sec, 130mph	5.9sec, 155mph
CO_2, electric range	20-22g/km, 59-62 miles	17-20g/km, 68-73 miles	33-42g/km, 41-46 miles	23g/km, 63-68 miles	51g/km, 31 miles

Huge cabin has room to spare for child seats, tall passengers and big loads

VOLVO V90

Our used wagon's acquitted itself well, but its time has come in more ways than one

FINAL REPORT **MILEAGE** 21,358

WHY WE RAN IT

To make a case for the revival of the Volvo estate and sample the firm's used buying scheme

Way back in the 1990s, chokers were the height of fashion, so I wore a black and white beaded one with immense pride. And just as chokers were in fashion, so too were estate cars.

Volvo led the charge with its 850, but there were plenty more: the Ford Granada, Subaru Impreza and Vauxhall Omega for starters.

Fast forward three decades, and while there are some estates still on sale, this used V90 we've been running for the past few months is, as the Volvo press office described it, "the last V90 we'll ever send". It's an assertion that echoes the wider decision to axe all estates from Volvo's line-up in the UK.

Regular readers may well be aware of my penchant for estates, and after living with the V90 for a few months, I'm still on side with Team Wagon. When the V90 first arrived, it felt unwieldy simply because of its sheer size (it's a 4.93m-long car), which felt particularly large after my previous long-termer, the compact Alfa Romeo Tonale. Editor Tisshaw thought similarly, once simply saying: "It's *big*!" So it's not just me then, reassuringly.

Despite my daily parallel park on tight suburban streets, I quickly adapted to the car's size – the 360deg camera helps – and it rarely felt like a problem. The exception was in some car parks, where I more than once had to readjust my parking because the rear end was uncomfortably far out.

The very obvious upside of that exterior size is the interior space: I can't imagine ever needing more. We still have a bulky child seat still in regular use, which goes directly behind the front passenger. It's quickly evident if a tall-ish companion is short of leg room in any given car but, suffice to say, in the Volvo they never were. The V90's boot didn't need to be packed strategically either: I never ran out of load space, and its multiple bag hooks were used all the time (a downside of all that space is that things tend to roll around).

I've written before about the light cream interior. It's not a colour my practical self would ever have gone for, but if I were specifying a car now, there would be a lot more consideration before making a decision either way. It adds light to the cabin, and who doesn't want that? I was less convinced by the wood panel, which feels a tad 'executive cars of the noughties' to me but inoffensive nonetheless.

I have long been a fan of Volvo's dashboard and centre console design as it has evolved over the years. Overall the cabin feels as luxurious as those of its Germanic rivals but not quite so bland. I particularly enjoyed the covered

Lots of kit, but too many functions are controlled via the touchscreen

The V90 corners tidily and has confidence-inspiring steering

Malfunctioning Apple CarPlay was fixed by a software update

"The V90 handles effortlessly and is a natural mile-muncher on motorways"

SECOND OPINION

As someone who also sits proudly in Team Wagon, the axing of Volvo's estates has hit me hard. I still remember wanting for a V70, rather than a Gallardo, as a kid. No, really. The V90, then, is a fine way to bow out: easy to use, practical, comfy, munches miles. And it's a beautiful thing. **WR**

cubbyholes to keep things tidy and secure, and the small selection of tactical buttons. Having used the car through the winter, however, I never got used to having to use the touchscreen to alter the heated seat and steering wheel settings, even if you do develop some familiarisation with the screen.

I'm a full-on Apple CarPlay user, and it worked very smoothly here – until it gave up. I updated my phone, thinking that would fix it, but it didn't (and my phone needed a full reinstallation afterwards, but that's Apple's fault rather than Volvo's). It was only when the V90 offered a software update a few weeks later that CarPlay worked again.

Despite the V90's size, it has been a pleasure to drive. It isn't the most dynamic in the class but handles corners effortlessly and with maturity, and it's a natural luxury mile-muncher on motorways. Light steering helps to build confidence on the open road, and that same quality makes it manoeuvrable in tighter spots at low speeds in town, which is situation normal for a good deal of my driving. I like relaxed driving and comfort, and there are few cars that have suited me better for that than the V90. The vibe is only aided further by the powertrain's electric mode, which is an excellent way of wafting around town for 50 miles or so.

Thirty years after the hype of chokers and estates, one is back in fashion. Safe to say my neck isn't in good enough shape to sport one these days, but I hold out faith for the estate: everything comes full circle in the end – just look at MPVs.

In the meantime, there are still 114 V90s available via Volvo's Selekt used car site, the lowest priced being a diesel B4 with 63,800 for £16,599; used V90s with our car's powertrain now start from £38,450.

What can you get new for similar money? The roomy Skoda Kodiaq in high specification costs around the same as our test car, while a smaller BMW 3 Series Touring in its most basic form is a grand or so more. All are good cars I'd be happy to own, but there's something special about owning an iconic Volvo estate – a car that is now a dying breed.

RACHEL BURGESS

OWN ONE? SHARE YOUR EXPERIENCE
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TEST DATA

VOLVO V90 RECHARGE PLUG-IN HYBRID T6 AWD INSCRIPTION

MILEAGE	
At start	18,401
At end	21,358
PRICES	
List price new	£68,040
List price now	na
Price as tested	£41,995
OPTIONS	
Bowers & Wilkins premium stereo £2150, Lounge Pack £1950, Active Chassis Four-C adaptive dampers with rear electronic air suspension £1500, retractable towbar £1175, active bending headlights and headlight cleaning system £875, 20in eight-spoke diamond-cut black alloy wheels £800, metallic paint £715	
FUEL CONSUMPTION AND RANGE	
Claimed economy	256.3mpg
Claimed electric range	54 miles
Fuel tank	60 litres
Test average	36.0mpg
Test best	42.1mpg
Test worst	31.2mpg
Real-world range	475 miles (petrol), 49 miles (electric)
TECH HIGHLIGHTS	
0-62mph	5.5sec
Top speed	112mph
Engine	4 cyls, 1969cc, turbocharged, petrol
Battery	18.8kWh
Max power	345bhp
Max torque	258lb ft at 2500-5000rpm
Gearbox	8-spd automatic
Boot	560 litres
Wheels	8.5Jx20in, alloy
Tyres	245/40 R20
Kerb weight	2026kg
SERVICE AND RUNNING COSTS	
Contract hire rate	na
CO_2	18-25g/km
Service costs	None
Other costs	None
Fuel costs	£555.46 (petrol), £16.99 (electricity)
Running costs inc fuel	£572.45
Cost per mile	19 pence
Faults	Temporary Apple CarPlay malfunction

DEPRECIATION

PREVIOUS REPORTS

10 Jan, 24 Jan, 20 Mar, 27 Mar, 10 Apr, 17 Apr, 1 May, 15 May

LOVE IT

LIGHT INTERIOR
Having sworn off cream leather due to practicality reasons, I might have had my mind changed by the V90.

GOOD LOOKS
What a handsome car – something I thought with a smile every time I spotted another one.

TIDY WIRES
The joy of being able to hide one's USB-C wire in the middle console while still having it plugged in.

HEATED STUFF
I admit it: I'm easily impressed when I have a heated seat and steering wheel in the winter.

LOATHE IT

ALLOY DAMAGE
I'm pretty good at parallel parking, but gah! Please someone design alloys that can't be damaged.

Clio always kept Culmer and friends comfy and entertained

RENAULT CLIO

Trip down to Spa reveals its talents aren't diminished with another two men aboard

MILEAGE 10,870

WHY WE'RE RUNNING IT
To see if the Clio is the heir apparent to the Ford Fiesta's 'default buy' throne

Do you want to attend a major motorsport event but have never got round to doing so? If so, please, don't go to the British Grand Prix. Why? Well, if you buy a ticket today, it will be at least £309, or £479 if you want to sit in a grandstand, plus £40 to park, plus the fuel and hotel bills. Alternatively, you could spend £171 on tickets for you plus two others to sit wherever you please at the 6 Hours of Spa, plus £28 to park, £114 for the tunnel and fuel and hotel bills. In short, the trip would cost the three of you a fiver less than it would for one to do the Formula 1 at Silverstone. Furthermore, the racing will be far more exciting and between a greater variety of cars.

So, that's exactly what my mates and I did. What a way to see off my Clio too (final report next week). I've properly fallen for this innovative hybrid supermini over these past few months. Twelve hours at the wheel in three days? Lemme at it.

Ben and Harrison are over 6ft tall, but I knew room in the Clio wouldn't be an issue, as it can simultaneously provide 80cm of leg room front and rear, plus 100cm and 90cm of head room respectively. That's in addition to almost 400 litres of boot space – far more than weekend bags and camping chairs could ever need.

Preparing for our departure, I was delighted to find that I didn't need to buy headlight stickers as well as UK stickers, because my Clio features a digital switch to change the direction of the LED beams for driving on the right – something I'd seen before only on premium cars.

The Eurotunnel has always been slick for me, but not this time. First, the queues took forever, meaning we were the last to board our late-departing train. (Apparently it will take "five to seven minutes longer" when the EU's new fingerprint and photo requirements come into force in October!) Second, a short while after Coquelles had unblurred, we were informed that we had to wait for le breakdown services. Was that vintage Jaguar we'd seen earlier to blame? Nope, a modern hybrid...

That first stretch of autoroute is always bliss. Smooth, light traffic, actual lane discipline, no cameras, a speed limit that's not only higher 130kph (81mph) but also doesn't change every mile for no reason...

A424 is a slightly different kind of Alpine from our Clio

BEN WYE

"Their sole complaints were that the rear seats didn't have air vents or cupholders"

There are plenty of pretty cities to stop in on the way down to the Ardennes too: Bruges, Brussels, Ghent. However, we'd visited those before, so we instead opted to skirt along the border and explore Lille. The Clio's wireless Apple CarPlay made it easy for us to find a metro station with free parking, and from there it was a short ride into a picturesque centre of open space and ornate old architecture. It was small but had plenty to see, and the lunch cuisine was, well, French.

Onwards. Like all good tracks, Spa is in the middle of nowhere, meaning the few hotels in the local towns are absurdly expensive when big series are inbound. So we'd instead booked an Ibis Budget hotel on the outskirts of Aachen. It was meant as a truck stop, being tacked onto a petrol station, but that made for an ideal start the next morning.

Forty minutes down the N622, we were queuing on the hard shoulder, and it seemed that my warnings of Spa's random rain were wrong, as we happily made full use of the air-con in glorious high-20s sunshine. Well, at least we up front did; my mates' sole complaints of the Clio were that the rear seats didn't have their own air vents or cupholders. Even the stereo didn't upset Harrison the sound engineer.

We'd left three hours to get into our pre-booked space, but to our frustration, this proved insufficient. Crawling through the surrounding farms and hills, we had to stream the race start on Ben's phone. At least there was still 5hr 30min to go by the time we'd laced up our walking boots for the trek to the gate. Spa's parking marshals clearly need training to cope with the fast-growing popularity of the World Endurance Championship; indeed, the crowd, from all over Europe, totalled an unprecedented 88,000.

Elevated seating gave us the breathtaking view up the Eau Rouge hill shown above, after we realised we didn't need pricier tickets to get into the grandstands – not even the fabulously located new one atop Raidillon. It was simply first come, first served. We'd started our day by trekking up that iconic hill – which is far steeper than it looks – then walking up the Kemmel Straight, under Les Combes, past the long, downhill sweeper of Pouhon and then back down the forest innards to the paddock, on the other side of Eau Rouge – where we could freely walk about the teams' hospitality units. Can you imagine that being permitted by F1 for anyone who hadn't arrived by helicopter?

Here I was delighted to bump into Autocar's Charlie Martin, on duty to report on Alpine's launch of the hydrogen-combustion Alpenglow concept, and our former editorial director Jim Holder, now comms director for Renault Group UK.

I hoped my old boss hadn't heard the woman who, walking past the hospitality unit, exclaimed "ohhhh, so Alpine is Renault"... or maybe he would have appreciated that? After all, motorsport is the ideal way to build performance brand cachet (unlike your new supercar concept breaking down and having to be towed onto the track for display...), and that's precisely why Renault sent Alpine into the WEC and F1.

Having arrived in my own 'spirit of Alpine' Renault, I was routing for the striking blue A424s – not that it helped at all. The Ferrari 499Ps, Porsche 963s and Toyota GR010s were clearly a good deal faster. We had been enjoying seeing them keeping each other on edge at the front of the pack, and the GT3 class had served up similar excitement, with Iron Lynx's all-female-crewed Lamborghini Huracán – a clear fan favourite, alongside the BMW M4 of MotoGP legend Valentino Rossi, which sadly crashed out early on – trying to escape the clutches of a Lexus RC F and a Porsche 911.

Then sudden chaos: with two-thirds of the race gone, a hypercar driver misjudged the differential to a sports car and suffered a terrible crash, nearly rolling at 200mph and littering the Kemmel with shredded composites. As the sun sunk ever lower in the sky, so did our hearts. Yet in a break with tradition, the organisers added on the 1hr 44min delay to the race time, setting up a fine dusk sprint to the flag that would delight the crowd – if not Ferrari, who perhaps fairly felt that they'd had victory stolen from them and gifted to Porsche privateer Jota.

On the return leg from Aachen the next day, we took a northern arc, stopping en route in Eindhoven (did you know that Philips invented basically everything electronic, as well as this Dutch town itself?) and Antwerp, another charmingly gold-lined, grand market-squared city centre (in which the amazing if unintentionally asymmetrical cathedral bears the world's 37th largest clock face, apparently, two spots behind Big Ben).

Less Big Ben and I had promised Harrison, who has only recently passed his test, that he'd never enjoy driving in Britain quite the same after experiencing how much better things are in mainland Europe, and the M20's roadworks, potholed concrete, average-speed camera zones and lane hogs immediately confirmed that to him. But I was much more satisfied that the Clio had easily convinced both of them just how brilliantly capable a car it is. Roomy, comfy, smooth-riding, refined, more than potent enough – and still stubbornly doing more than 50mpg, even at 100mph on an unrestricted autobahn with three men and their bags aboard. No matter how good my next car may be, I will miss it terribly.

KRIS CULMER

TEST DATA

RENAULT CLIO E-TECH FULL HYBRID ESPRIT ALPINE

Price new £24,095 **Price as tested** £24,695 **Faults** Software glitches **Expenses** None **Economy** 53.4mpg **Last seen** 29.5.24

OWN ONE? SHARE YOUR EXPERIENCE
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LAND ROVER DEFENDER

Our new 130 – all 5358mm and £96,745 of it – has its first taste of life as a daily wagon

FIRST REPORT

WHY WE'RE RUNNING IT
Can an extra-long, diesel 4x4 justify a place in daily motoring life in 2024?

No sooner had I written that the Ford Ranger Raptor had left Autocar's long-term fleet (to join Steve Cropley's personal fleet, and fair play to him), a similarly large vehicle has arrived to replace it.

It's a Land Rover Defender 130, the longest variant yet of JLR's most rugged 4x4, the car that represented the final peg of a "three-legged stool" when it was launched in 2020, alongside the Discovery and Range Rover. (And given there are multiples of Discovery and Range Rover, I still wonder if there's room for more than one Defender type.)

The 130 lives on the same 3022mm wheelbase as the Defender 110 but has had 340mm added behind the back axle, with a slight lower-body lift back there at the same time to reduce compromise to the car's departure angle.

The Defender was a pretty big car already, and now it's a really big one, at 5099mm long without a spare wheel and 5358mm long with it, as here.

Such is the space offered that it's the only Defender variant that can be optioned with a third row of seats, although in that form it can't also be specified with the jump seat in the front, because nine seats are too many for a passenger car.

The last time a Defender joined Autocar's long-term fleet, a very pleasant 90, I had the pleasure of working through the configurator and picking the choice options: steel wheels, blue paint, white roof, chunky tyres. It's one of life's simple pleasures (I can recommend the Indian motorcycle configurator as my current deadline-dodging obsession). But then somebody else ended up running that Defender.

This time around, it's different: I'm looking after the car, but it arrived pre-specced. The 130 has come to us in Outbound trim, with a 3.0-litre six-cylinder twin-turbo mild-hybrid diesel making 296bhp. (This D300 was registered a few months ago; now this trim comes with a minimum D350 diesel.)

As you might expect, given the name, the Outbound is one of the more lifestyley variants of the

Spare wheel adds 259mm to the length, but the clever reversing camera allows for it

"Sure, it's a 4x4, but ease off and it can return 40mpg on a long cruise"

Some 130s have a third row, but this one doesn't; boot space is 1329-2516 litres

Comfy seats, fine vis and good isolation wash miles away

SECOND OPINION

We've all seen a lot of new Defenders, yet never one as well specced as the 90 we ran a few years ago (well done, Matt). It was memorable and is still missed; a bigger, more accessible boot was its only real weakness. The 130 takes a sledgehammer (or is that a shipping container?) to that problem, so I'm intrigued to see if it retains the 90's charm. **MT**

Defender. If you want to get deeply involved in the model range, it has the basic specification of an X-Dynamic SE but with added gloss black wheels, mats and extended rubber flooring inside, a body-coloured exterior panel and a powder-coated cross-car beam.

Crucially, the Outbound is available only with five seats, rather than eight, to prioritise load bay capacity over passenger carrying. A 130 with all eight seats raised has 400 litres of room behind the third row. The volume on this five-seater is at least 1329 litres, rising to 2516 litres with the back seats folded. I haven't raised a six-a-side football team, so five seats suits me fine, as does the Outbound's easily cleanable rubber flooring, for when I fill the back with hay and the front with mud. Which, with due apologies to colleagues who will borrow the car from me, I will.

There are some options, of course, on top of a £80,390 base price when it was registered. The Defender in standard specification comes very well covered, but this car has a few packs and stand-alone options as well, most notably upgraded leather seats (£920), an upgrade for the interior (£2275), a towing pack (£1415), an electronic active rear differential (£1020) and more besides, including a tracker with a three-year subscription (£530). The grey paint adds £1800 and the priciest option is the £4000 satin protective film over that, so that I look like an extra from a Guy Ritchie film. In all, £16,355's worth of kit takes the price to £96,745.

When the new Defender arrived, Commercial versions started at £35,000 but it was just about possible to spend £100,000 on a heavily optioned five-door. Now a Defender Hard Top is £57,420 and you can get pretty close to £140,000. JLR isn't alone here, though. Everything has quickly become more expensive. Besides, the Defender has found its feet as a luxury car. And the most expensive ones now get a petrol V8. Goody gumdrops.

Anyway, back to this one: it's settling into my routine very easily. I will take it off road, or at least onto green lanes, but during its initial miles, I've been using it as a daily wagon. I know it's big and tall and heavy, but it's such a good motorway car, with great visibility, big comfortable seats, a relaxed driving position and exceptional stability and isolation, even in bad conditions. And sure, it's a 4x4, but ease off and relax and it can return 40mpg on a long cruise. Not many years ago, a 1.4-litre petrol supermini wouldn't have done that.

Like the Raptor that went before it, it's not the simplest thing to park, but I can be in a Suzuki Swift and I will still head to a quiet car park bay right at the end of a row and then scooch up against the wall or kerb, so it doesn't make much difference. And there's a really good reversing camera that shows how much room the spare wheel requires, plus the space needed if you want to still open the rear door. There are lots of little niche features like that around the Defender. More on them in the weeks to come.

MATT PRIOR

TEST DATA

LAND ROVER DEFENDER 130 D300 OUTBOUND

Price new £80,390 **Price as tested** £96,745 **Options** Satin film £4000, Premium Interior Pack £2275, paint £1800, Towing Pack £1415, Driver Assist Pack £1175, head-up display £1080, rear e-diff £1020, leather upgrade £920, Comfort and Convenience Pack £800, matrix headlights £760, tracker £530, Cold Climate Pack £260, laminated UV-proof windscreen £220, domestic plug socket £100 **Economy** 32.1mpg (WLTP) **Faults** None **Expenses** None

OWN ONE? SHARE YOUR EXPERIENCE
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BMW M2

MILEAGE 4713 **LAST SEEN** 22.5.24

I've had a lot of early starts lately. Good news for my neighbours: the M2 has a mode that quietens the glorious sports exhaust note. Bad news for my neighbours: it defaults to loud when you turn on the car and there's an automatic theatrical engine rev when you press the start button. It sounds lovely but makes me feel like a hooligan. **JA**

Subaru Crosstrek

MILEAGE 3824 **LAST SEEN** 29.5.24

No Autocar tester worth their salt can pass up the opportunity of the tip-run test, and I'm no exception. The Crosstrek's boot is frustratingly small, but with the back seat folded, it took in a house worth of window shutters (don't ask…) and various other detritus. Impressively, there was very little suspension deflection with all that timber on board and the handling felt largely unaffected. **AC**

McLaren Artura

MILEAGE 5994 **LAST SEEN** 22.5.24

McLaren decided against brake regen on the Artura for fear of affecting pedal feel. That illustrates the firm's desire to provide as pure a driving experience as possible, but it does limit EV range a little. I don't know how much the superb pedal feel would have been compromised – but for McLaren, any amount would have been too much. **AF**

YOUR VIEWS

WRITE TO
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Dangerously stylish

Having learnt to drive many years ago in a real Mini, I feel there's a certain nostalgic charm about an electric-powered original Mini ('Turned out nice again', 15 May). However, I recall that its integrity wasn't great and that one stood a significant chance of loosing both legs in the event of a frontal impact. Attractive as David Brown Automotive's little restomod is, and noting the need to maintain certain levels of originality, such huge expenditure on cosmetics with little safety improvement (seatbelts are shown) seems misplaced.
Patrick Hogan
Beaconsfield, Buckinghamshire

It beats Ladybird Books

How wonderful to read about and see a picture of young Arthur Pearce in the 15 May Your Views pages! That was me, more than 60 years ago. My first copy was 20 May 1960, when I was three years old, and I still have it, along with every one since (and every one back to World War Two as well).

My parents taught me to read using The Autocar (as it was called then). At least Arthur has the most excellent option of the Autocar digital archive (have a nice word with your parents) to access so he can feed his thirst for all things car – and it takes up a lot less room!

Here's to you carrying on my torch into the future, Arthur. Things have moved on rather a lot since I was your age.
Phil Townsend
North Tawton, Devon
Phil has over the years created an index of all Autocar road tests since the first of 1928, and this is now available to all archive subscribers. Our thanks – KC

At the high port

In this age of convenience and technology, car makers are missing a trick, as many drivers have now added another hazard to driving: a camera stuck to the windscreen.

Where is the hazard, you may ask? Well, right in front of your eyes, because it seems that wherever you put your camera, you always have a loose cable hanging down from the windscreen to the centre console.

A small addition to new cars could be a USB port near the rear-view mirror, beside the SOS button and internal light switches, as this would mean the camera could be placed high on the screen for a clearer view ahead and to the sides, with just a short cable to the USB port and not having to hang down.

Such a simple idea but a very good one, it should be in all new cars.
Alan Thomas
Via email
Skoda introduced just such a port as an option on the Kamiq, Karoq, Kodiaq, Scala and Superb in 2021 but it hasn't yet been copied by other brands – KC

Dashcam USB-C port is yet another Simply Clever idea by Skoda

LETTER OF THE WEEK

Live and let drive

So Victor Lewis doesn't like pick-up trucks, nor does he think anyone else should (22 May). The fact is that a lot of pick-up users are tradesmen, farmers, engineers and salesmen who need to demonstrate heavy equipment, or just people who live in a rural area where such a vehicle may be the cheapest way into a four-wheel-drive with a decent towing capacity.

Granted, no one needs to spend £60,000-plus on a Ford Ranger Raptor, but then neither does anyone need a Bugatti, a Ferrari 250 GTO or, come to that, an EV that accelerates like a ballistic missile!

Automotive choice is something that is being eroded. Let's not give the vehicle haters more ammunition and just accept that we all have different needs and that ego may play into our choices, as it does in every other field of human activity.
John Datchens
Belford, Northumberland

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO

Past perfection

Discussion about 'just enough car' on the My Week in Cars podcast got me thinking about whether I had owned such a car at any time in the past. The following week, Matt and Steve mentioned the Mk1 Volkswagen Golf, and it struck me that my early five-speed Golf GTI could be classed in that category.

Bought new in 1979, it once took four adults and their baggage at a fairly ridiculous speed, yet in reasonable comfort, to the Dutch Grand Prix and back. I used it for three years and 57,000 almost trouble-free miles. Furthermore, it would fit it into any parking space and I could still open the doors!

Just over 20 years ago, we had another 'just enough' car in our family, a Peugeot 205. Unlike the early BMW Mini of that time, for example, it would accommodate four adults and the weekly shop, and in a smaller footprint.

Of course, neither the Golf nor the 205 would be as good to have an accident in as a modern car, but both were capable of avoiding many dangerous situations, thanks to their wieldiness – provided of course that the driver was paying due care and attention, as required by the Highway Code, and not depending on the ridiculous ADAS now being foisted on us by the EU nanny state.
Derek Thornton
Bracknell, Berkshire

A 205 didn't need to be a GTi to be super

Waist of space

The new Kia EV3 is shorter than the Volvo 440 of the 1990s yet wider than the 240, the 940/960 and even the S80, which was a wide car at the time. I chose Volvos for comparison because they're large cars.

The width of cars is getting ridiculous. I have to keep my Ford Puma in an underground, and it's already a tight squeeze between a concrete pillar and a Volkswagen ID 3, which is narrower than the EV3.

I'm looking to change my car and, wanting something narrower, it's difficult, as even small cars are wider than they really need to be. For example, the various models on the Stellantis CMP platform are all considerably wider than their

GM, PSA and FCA predecessors.

I find it absurd that the width of a car is largely determining which car I buy going forwards and that the options I have are quite limited.

Richard Coltman
Via email

Much more credit due

Volvo P1800 designer Pelle Petterson is lauded outside the car world for far more than golf clubs and lawnmowers, particularly in sailing ('Goth metal', 8 May).

A two-time Olympic medallist and multiple world champion, he founded in 1972 Maxi Yachts, and more than 100,000 sailing and motor boats have since been built from his drawing board. He also designed and skippered Sweden's first America's Cup yacht in 1977.

A free thinker, he used the big leg muscle groups of recumbent crew to power the winches for sail hoisting and trimming instead of conventional hand-wound winches, an innovation brought back by New Zealand some 50 years later.

Petterson has received multiple awards for design, business and sailing, including the King's Medal from Carl XVI Gustaf in 2011.

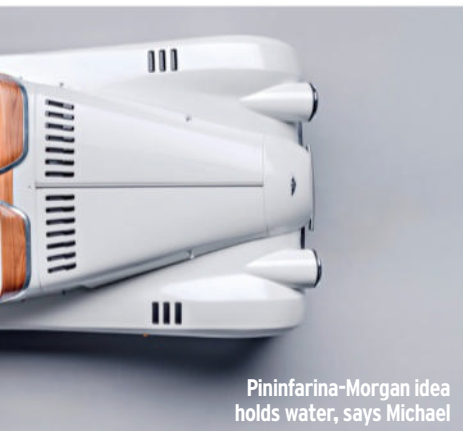
As with Björn Borg, there's even a Pelle Petterson clothing line – although for outdoors wear, rather than underwear.

Tim Jeffery
Via email

Gondola for the Severn

The new Morgan Midsummer is a beautiful thing, and it's good to see Pininfarina back on form doing what it does best. At first glance, I wondered what all the fuss was about until I studied the exquisite detailing. The laminated teak gives it an aura redolent of a Venetian taxi, and one could imagine driving it around Venice if its streets weren't inconveniently filled with water!

I particularly like that the idea of it was conceived in both an English pub and presumably an Italian bar, and am really looking forward to seeing how it will inform Morgan's future designs, one of which should be a weatherproofed version specifically for the wet and windy UK.

Michael Bacon
Towcester, Northamptonshire

Pininfarina-Morgan idea holds water, says Michael

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 12 JUNE

FEATURE

End of an era

Jaguar recently built its last ever combustion-engined saloon. We take an XF on a farewell tour

FIRST DRIVE

Polestar 3

EV brand follows 2 fastback hit with a sporty large SUV. We put it to the test

INSIGHT

Great Wall Motor

Ora's parent firm has big plans for the UK. Here's why we should take them seriously

EVERY WEEK

ROAD TEST

MG 3

How close does new hybrid supermini come to matching the Renault Clio?

FIRST DRIVE

Aston Martin DBX

British performance SUV receives a host of upgrades

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SECOND CHANCE

ROVER MINI

IT'S A SMALL WORLD

A late classic Mini is a pretty impractical buy, but it will be fun

Despite unassisted steering, a clutch pedal that felt like it was set in concrete and rear head room so tight that the car might as well have been a two-seater, more than five million Minis were produced between 1959 and 2000. People simply would not stop buying them. It was so renowned that it topped Autocar's 'Top 50 cars that changed the world' list in 1991, and its lineage arguably continues today with BMW's reborn Mini brand.

For this buying guide, we're focusing on the Mk6 and Mk7 variants that were manufactured by Rover between 1991 and 2000. That's partly because there are so many versions to choose from but also because they can still be found at keen prices. With earlier Minis now being sold for anywhere between £12,000 and £50,000, you can still buy a Rover one from just under £2000.

Other than price, though, what's in it for you? Peppiness, for starters. Unlike the 40bhp 1.0-litre BMC A-series engine that was used until 1992, the 1275cc Rover unit is much more vibrant, coming with 50bhp and a carburettor until 1994. Or there's the fuel-injected 63bhp engine that became the only one available post-1994.

Both the 50bhp and 63bhp engines are lively at first, then begin to lose enthusiasm at around 60mph, and at any speed they sound as raspy as you might imagine a Mini would or should.

And that rasping is something you will have to appreciate, because in a car with a body like a biscuit tin and all the insulation of a laundry basket, engine, gearbox and road noise protrude into the cabin pretty much all of the time. But at least you're as nicely connected to the driving experience as you are to the road surface.

Indeed, that connection is something you feel through the

> "The Mini's wheel-at-each-corner stance provides real agility and genuine poise"

The interior is small and lacks refinement; steering can feel heavy

Top spec was Mayfair, plus there are a lot of special-edition Minis

WHAT WE SAID THEN
23 AUGUST 1989
"It's easy to make a case for the Mini for its charm alone. Great fun to drive, and it stands out from the throng in a world where cars look more anonymous every year. Added to this is superb fuel economy and go-anywhere nimbleness. The car's historical value is bound to guarantee sales for years to come."

steering wheel. It's positioned slightly offset, but the response is sharp, even if the absence of any assistance makes the helm feel heavier and more agricultural than that of a modern car.

Plant your foot in a bend and you will feel the Mini's wheels (available in 12in or 13in diameters) scrabble for grip, with the engine and four-speed gearbox (both manual and automatic versions are available) working to slingshot you into the next bend. At that point, you lean on its wheel-at-each-corner stance, itself providing real agility and genuine poise.

Multiple variants were produced between 1991 and 2000, including the entry-level Mini City, whose A-series engine offered an 84mph top speed. In 1992 it became the Mini Sprite, which cost £6486 when new and got a bump in power for an extra 3mph top end. We would recommend this one if you want no-nonsense fun on a tighter budget. The top spec was initially the chrome-clad Mini Mayfair, which was replaced by the 1.3i in August 1996 with a starting price of £8995. The Cooper S was reintroduced in April 2000 and is the variant you should buy if you have more than £10,000 to spend.

Such a choice of trim levels might sound confusing, but making the decision to buy one of these Minis is anything but. It might not be that easy to live with as your only car, but as a basic means of enjoying a given drive, you're in good hands.
JONATHAN BRYCE

HOW TO GET ONE IN YOUR GARAGE

An owner's view

NEIL BURGESS

"Minis are incredibly addictive! Mine is a 1993 Cooper, quicksilver with a black roof. I bought it in 1997 as a stolen-recovered car which had been stripped out. I turned it into my first competition car, mostly for racing but also to rally. The standard single-point injection engine proved competitive, and Corgi even made a model of it! I still own the car – Purdey – and she is a loved member of the family, retired from her track days."

Buyer beware...

ENGINE

Check for oil leaks. Worn seals or gaskets are an issue, so make sure that regular oil checks have been done. Budget around £200 to fix any leaking seals or gaskets.

Some owners report cars cutting out when declutching to change gear. This could be just a poor connection between the alternator and battery, or it could be a fuel system blockage. Alternatively, check the battery has a decent level of charge: it can run out and shut the engine down.

Engine mounts can rust or loosen, leading to rough running and vibrations through the gearstick and clutch pedal when idling or accelerating. Make sure the car revs smoothly, ideally on a test drive to check it's behaving normally.

BRAKES

Be watchful for seized brake pistons and calipers. If the car pulls to one side or squeals excessively under braking, this could be the issue. Check there isn't too much pedal travel before the brakes engage. Also check it's not a hydraulic pressure-related issue. Stamp on the pedal and make sure it goes all the way to the floor: if it doesn't, it's likely to do with the brake's mechanicals.

ELECTRICS

Cables feeding the stereo, starter motor and headlights can become chafed over time, making the car basically undrivable if all were to fail at once. Before buying, ask (or if you've bought one, check) whether they're in good working condition; they sit behind the stereo.

BODY

The thin steel used in the Rover Mini's construction rusted more than that of other Mini generations. Check the front and rear subframes, door sills, A-pillar, scuttle, fuel filler cap and bumpers and under the floor mats. Moisture gathers under the headlights, which doesn't help.

Keep a close eye out for bubbling paintwork. Forums are awash with owners flagging this, and it usually happens after a careless respray; either that or water has found its way under the paint itself. A specialist can touch it up: budget around £1200, depending on the size of the area.

INTERIOR

Inspect the cabin for signs of water ingress. It can come in through the doors and around the B-pillars, due to cracked or poorly fitted seals. Sunroof seals can also fail.

Also worth knowing

There are many special editions. For example, the Mini British Open Classic came in British Racing Green with a sunroof, full-length Webasto roof and half-leather/houndstooth seats. The Sprite-based 35 had electrically adjustable headlights, opening rear windows, a silver coachline and blue, red or white paint. And the Cooper S-based 40 got gold or black badging, alloy dash trim and twin spotlights.

How much to spend

£2000-£3999
Early, ragged cars with 80,000-90,000 miles and the 1275cc engine.

£4000-£7999
Cleaner, early cars or ragged later ones; mileages from 28k to 85k.

£8000-£9999
Generally clean examples in desirable specs and with up to 60k miles.

£10,000-£13,999
Some Cooper Sports and some tidy later cars, some as young as 2000.

£14,000 AND ABOVE
The most desirable and cleanest cars, almost all Cooper Sports.

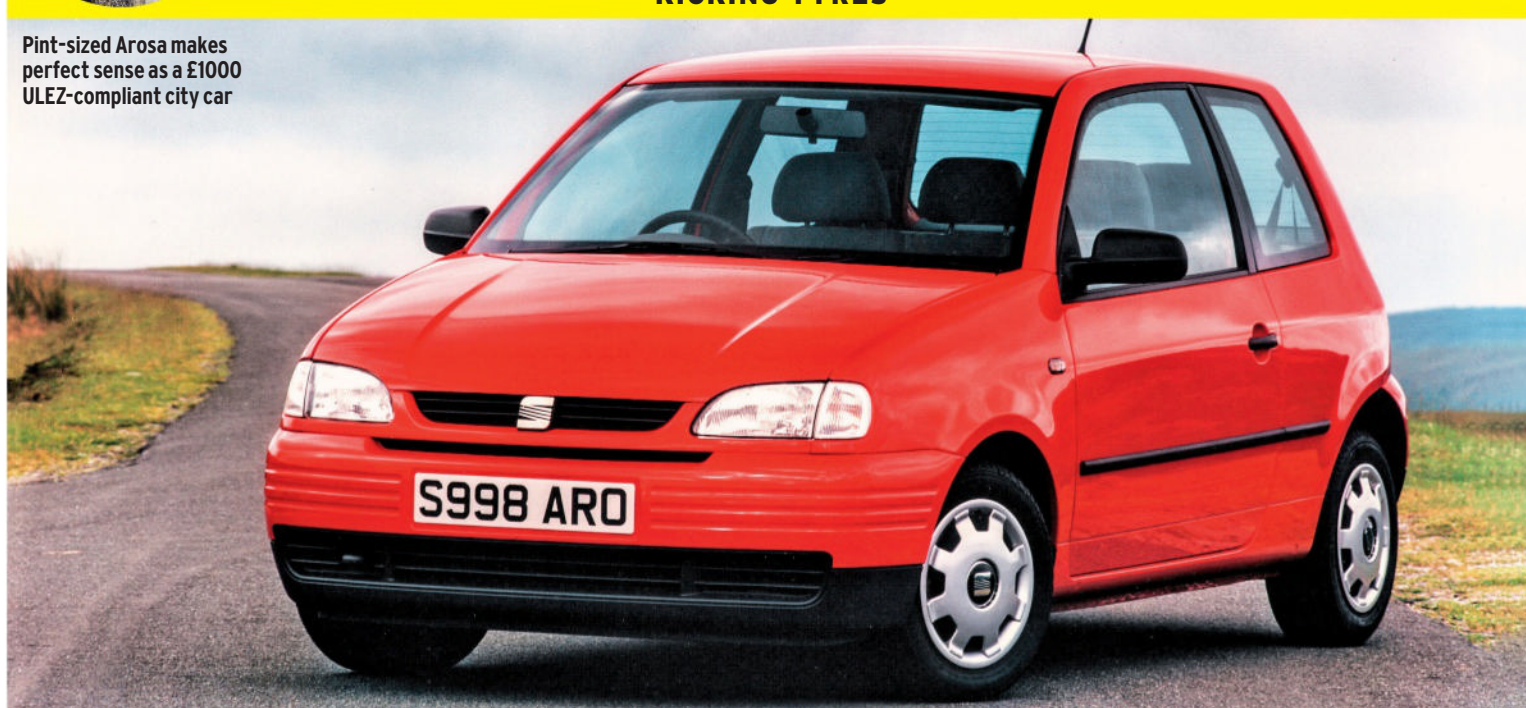
One we found

ROVER MINI COOPER 1.3i, 1998, 44K MILES, £8995

Tidy and polished, with a relatively low mileage, a manual gearbox and a good colour, this 1.3-litre Cooper has a walnut dash, cream leatherette and a full history, and it's mechanically in good condition.

James Ruppert

KICKING TYRES

Pint-sized Arosa makes perfect sense as a £1000 ULEZ-compliant city car

The Ultra Low Emission Zone (ULEZ) is a very real thing for millions of Londoners, and with no chance of any reprieve for years to come, the sale of treasured non-compliant cars begins. Actually, the search for a functional if possibly also dull replacement becomes a matter of urgency – a £12.50-per-day kind of urgent.

Here I'm helping friends, relatives and any readers who want to tag along, so let's take a look at what's available. We will start with something small, cheap and cute, which the Seat Arosa always was. Well, here's a 2004 example, and it comes with the excellent 1.4-litre petrol engine. It also has 100,000 miles under its belt, but it seems to have been well looked after over its 20 years. The price is £990 from a dealer, who is obliged to make sure that it's roadworthy. As a city-centre assault vehicle, it's the one for me.

Have a small family or maybe just need the practicality of five doors? If so, you're going to want something at least Vauxhall Astra-sized. I chance across a very clean 2011 Astra 1.4 in Excite trim with 84,000 miles. Well looked after with a year's MOT and Euro 5-compliant, so in that respect it's one better than the Arosa. Yours for £1800.

The best way to show off in the ULEZ is to swank around in an SUV. I have a soft spot for Suzuki Vitaras, and this one turned up trumps as a cheap and cheerful example: a 2008 2.0-litre with fewer than 80,000 miles, up for just £2500. It's only Euro 4 but still ULEZ-compliant and simple to look after, plus it's an automatic for extra ease when the capital's 20mph rush hour gets real.

Quite often a combination of motorway and extra-urban activity means that a comfy fleet car makes a lot of sense. The Ford Mondeo is looking better than ever, and a 2010 car in full-on Titanium specification with almost 100,000 miles is yours for £2495. The one I found had a proper full service history, too.

An estate would make a great ULEZ all-rounder, and a Saab 9-3 would be an interesting route to take, not least because it would stand out from the crowd and, despite being obsolete, looks as contemporary as ever. They're also cheap: this 2008 1.8 Vector Sport with 110,000 miles is just £1295.

I rather like that you can alert low-emission depressives with what is a surprisingly cool but compliant used car. Long may that continue.

RUPPERT'S GARAGE

The great thing about having fewer cars at your disposal is that you use each one more often. Out in my Mini Cooper on a 220-mile round trip recently, I just happened to park next to something familiar but rather larger. Anyway, with an MOT test in our sights, I'm compiling a relatively short to-do list.

CAUGHT IN THE CLASSIFIEDS

HONDA CIVIC 1.6 i-VTEC SE
2006, 73,500 miles, £1500
As sub-£2000 runabouts go, a Civic of this era is about as good as it gets: reliable, spacious and peppy enough. Rust is the main sticking point, but the seller says this one is completely clean. Give it a thorough inspection.

VAUXHALL OMEGA ESTATE V6 CDX
2003, 103,000 miles, £1950
Fine, cheap and ULEZ-compliant with a potent 2.5-litre V6 and a slushy four-speed automatic. Buy it and you might be surprised by just how competent turn-of-the-century Vauxhalls were.

SMART FORFOUR 1.1 PASSION
2006, 91,000 miles, £999
The original Forfour was based on the Mitsubishi Colt of the day, meaning it was rubbish but at least fairly dependable. The last MOT on this one suggests it's going rotten, but it could be a cheap and quirky stopgap.

FIAT PANDA 1.2 EASY
2015, 140,000 miles, £1930
This Panda has travelled far and wide, so how bad can it really be? Just one owner from new and they claim it has a full history. Its past MOTs are clean too. It could well be a tidy bargain with many more miles to give.

The Autocar FROM THE ARCHIVE

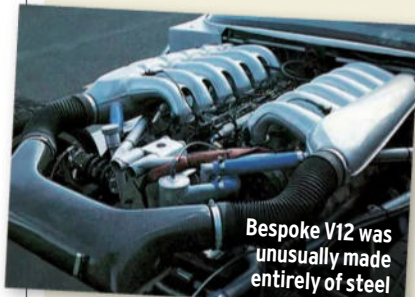
F1-chasing Speed 12 was twice as potent as a normal Cerbera

When TVR finally pushed its supercars too far

TVR STOLE ALL the attention at the 1996 British motor show with the shock unveiling of the 7/12, a crazy creation even by the British sports car maker's mad standards.

Based on the newly introduced Cerbera, a rival to the Porsche 911 and Toyota Supra, with its fantastic 4.2-litre V8 turned into a 7.7-litre V12, it weighed less than 1000kg – thanks to a composite body shell, a steel tubular spaceframe chassis with an integrated roll cage and a spartan interior – while making 660bhp and 660lb ft of torque.

"I'm very serious about this car, said TVR chairman Peter Wheeler. "We are going to go GT racing with this car – and to enter, those cars have got to be road cars."

The GT racing in question was the top-line BPR Global GT Series, whose 1996 grid was studded with such GT1-category stars as the 911, McLaren F1, Dodge Viper, Ferrari F40, Lotus Esprit and Jaguar XJ220.

Bespoke V12 was unusually made entirely of steel

"It's not intended to be a sophisticated road car," said Wheeler. Indeed, he seemed wary of his creation, adding: "We're not going to sell to any rich kid that can afford it. It will be priced so that not too many people want to buy it."

His target was £130,000, or £251,300 in today's money.

"Because it's not for consumption by a wide band of customers, we can afford to be wild," Wheeler added of the 'eye-catching' in-house styling.

A year later, our Steve Cropley headed up to Blackpool to "fan the flames" left by the bombshell news of what had since been renamed the Speed 12. After all, Woking's legendary 240mph F1 had a 20% inferior power-to-weight ratio. So 0-100mph would take only 6.0sec.

It was enough to send you to outer space, to take your brain to another dimension. Which is why deposit holders included Keith Flint and Liam Howlett of The Prodigy…

"Clearance will be minimal and the nose spoiler will crunch regularly, but other compromises may intrude more," wrote Cropley. "Such as the bellowing engine, the minimal padding of the buckets, the restrictions of the harness and the difficulty of getting in and out of a cabin with a fat chassis tube running diagonally across its door aperture. But for some owners, these things will be nothing but encouragement."

Lancashire firm sells a modern recreation

Five months later, we collared development driver John Kent at Croft. "The engine is a jewel, refined and tractable through the rev range, but it really comes alive above 5000rpm," he said. "It feels staggeringly fast. As for the rest of the car, we're clearly at the bottom of a very steep learning curve. But the basics are absolutely spot on."

By this point, TVR had a major problem: the GT1 class was done and dusted, manufacturers having exploited regulatory loopholes to create prototype-level cars, sending costs through the roof.

TVR was undeterred, though, and at the 1999 British motor show presented the road-ready but GT2-compliant version, now weighing 1100kg and costing £160,000 but getting 880bhp from that V12.

"It's going to be extremely hairy," acknowledged Wheeler.

Too hairy, perhaps? Long-time Formula 1 driver Martin Brundle certainly seemed to think so after a shakedown at Croft. "It's quite different from what I'm used to, because there's less grip the faster you go," he said. "The brakes and turn-in are good but it needs more downforce at the front. The rear is also very stiff; if it starts bouncing, it jolts you and makes your foot bounce on the accelerator, which exacerbates the effect. And there's also quite a bit of high-speed understeer."

Wheeler subsequently terrified himself, and concluded that it was simply too powerful, unusable on public roads. Production was cancelled and all deposits were refunded. Flint and Howlett had to find inspiration for 'Take Me to the Hospital' elsewhere. TVR did sell one of its three road-going prototypes in 2003, but Wheeler personally vetted potential buyers.

Yet this isn't our story's end: in 2019, some former TVR engineers announced a recreation named the TR Speed 12 Turbo, with a body and a chassis of carbonfibre and an Aston Martin-derived 1025bhp V12. If you have a million quid and a screw loose, do enquire…

KRIS CULMER

TR SUPERCARS

ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior dimensions, and we weigh every car we test.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests cited here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up a test in your own collection or digitally in the Autocar Archive (themagazineshop.com/aca23ed/aca).

Matt Saunders, road test editor

Volkswagen Touareg

ABARTH
595 ★★★★☆ 26.2.14
500e Turismo ★★★☆☆ 9.8.23

ALFA ROMEO
Giulia Quadrifoglio ★★★★☆ 29.3.17
Stelvio Quadrifoglio ★★★★☆ 9.1.19
2.0T 280 Veloce AWD ★★★★☆ 28.6.23

ALPINE
A110 Premiere Edition ★★★★★ 16.5.18
Légende GT ★★★★☆ 9.3.22
R ★★★☆☆ 15.11.23

ARIEL
Atom 4 ★★★★★ 9.10.19
Nomad ★★★★★ 24.6.15

ASTON MARTIN
Vantage V8 ★★★★☆ 23.5.18
F1 Edition Coupé ★★★★☆ 1.9.21
DBS Superleggera ★★★★★ 21.11.18
DBX 707 ★★★★☆ 30.11.22

AUDI
A1 Sportback 35 TFSI S Line ★★★☆☆ 2.10.19
A3 Sportback S3 ★★★☆☆ 18.11.20
A4 S4 TDI ★★★★☆ 18.9.19
RS4 Avant ★★★★☆ 14.2.18
A5 S5 ★★★☆☆ 11.1.17
Sportback 2.0 TFSI S Line ★★★☆☆ 8.3.17
A6 50 TFSIe S Line Quattro ★★★★☆ 5.1.22
RS6 Avant Carbon Black ★★★★☆ 11.3.20
A7 Sportback 50 TDI Sport ★★★☆☆ 11.7.18
A8 L 60 TFSIe Sport Quattro ★★★☆☆ 17.6.20
TT RS ★★★★☆ 7.12.16
E-tron 55 Quattro ★★★★☆ 26.6.19
S Quattro ★★★☆☆ 2.6.21
Q2 SQ2 Quattro ★★★★☆ 20.3.19
Q4 E-tron 40 Sport ★★★☆☆ 7.7.21
Q5 2.0 TDI S Line ★★★★☆ 15.3.17
SQ5 Sportback TDI Quattro ★★★☆☆ 3.8.22
Q8 50 TDI S Line ★★★★☆ 26.9.18

BENTLEY
Continental GT Speed ★★★★☆ 22.12.21
GTC V8 S ★★★★☆ 19.4.23
Flying Spur W12 ★★★★☆ 15.7.20
Hybrid Mulliner ★★★★☆ 17.8.22
Bentayga W12 ★★★★☆ 18.5.16
EWB Mulliner Blackline ★★★★☆ 24.4.24

BMW
1 Series 118i M Sport ★★★★☆ 30.10.19
2 Series 220i Coupé ★★★★☆ 1.6.22
218i Gran Coupé M Sport ★★★☆☆ 8.4.20
M2 CS M-DCT ★★★★☆ 19.8.20
M2 Coupé manual ★★★★☆ 12.7.23
3 Series 320d M Sport ★★★★★ 15.5.19
330e M Sport ★★★★☆ 1.7.20
4 Series M440i xDrive ★★★★☆ 6.1.21
M4 CSL ★★★★☆ 16.11.22
5 Series 520d M Sport ★★★★☆ 31.5.17
M5 CS ★★★★★ 14.7.21
550e xDrive M Sport Pro ★★★★☆ 3.4.24
7 Series i7 xDrive60 ★★★★☆ 15.2.23
8 Series 840d xDrive Coupé ★★★☆☆ 16.1.19
M8 Competition Convertible ★★★☆☆ 5.2.20
i4 M50 ★★★★☆ 19.1.22
i5 eDrive40 M Sport Pro ★★★☆☆ 29.11.23
iX xDrive50 M Sport ★★★★☆ 2.3.22
X1 xDrive23i M Sport ★★★☆☆ 25.1.23
X2 M35i ★★★☆☆ 25.9.19
X3 xDrive20d M Sport ★★★★☆ 17.1.18
X4 M Competition ★★★☆☆ 13.11.19
X5 xDrive30d M Sport ★★★★☆ 2.1.19
X6 M Competition ★★★☆☆ 20.3.24
X7 M60i xDrive ★★★★☆ 29.3.23

BMW ALPINA
B3 Touring ★★★★★ 4.11.20
B8 Gran Coupé ★★★★☆ 22.9.21

BYD
Atto 3 Design ★★★☆☆ 31.5.23
Seal Design ★★★☆☆ 17.1.24

CATERHAM
Seven 420 Cup ★★★★☆ 31.8.22

CHEVROLET
Corvette LT3 Coupé ★★★★☆ 22.6.22
Z06 Coupé 3LZ ★★★★☆ 16.8.23

CITROEN
Ami Colour ★★☆☆☆ 11.1.23
C3 Aircross Puretech 110 ★★★☆☆ 7.3.18
C4 Puretech 130 Auto ★★★☆☆ 26.5.21
ë-C4 X Shine ★★★☆☆ 3.5.23
C5 X Puretech 180 ★★★★☆ 28.9.22
C5 Aircross BlueHDi 180 ★★★☆☆ 13.2.19

CUPRA
Born 204 58kWh V3 ★★★☆☆ 6.7.22
Leon 310 VZ3 Estate ★★★★☆ 8.9.21
2.0 TSI 245 VZ2 Hatch ★★★★☆ 27.7.22
Ateca 2.0 TSI 4Drive ★★★☆☆ 23.1.19
Formentor 2.0 TSI VZ2 ★★★★☆ 3.2.21

DACIA
Sandero Stepway TCe 90 ★★★★☆ 28.4.21
Duster SCe 115 Comfort ★★★★☆ 22.8.18
Jogger 1.0 TCe 110 Comfort ★★★★☆ 20.4.22

DS
3 Crossback Puretech 155 ★★★☆☆ 10.7.19
4 E-Tense 225 ★★★☆☆ 29.6.22
7 E-Tense 4x4 360 ★★★☆☆ 26.4.23
9 E-Tense 225 ★★★☆☆ 2.2.22

FERRARI
488 Pista ★★★★☆ 7.8.19
296 GTB ★★★★★ 21.12.22
812 Superfast ★★★★☆ 25.7.18
SF90 Stradale ★★★★☆ 3.11.21

FIAT
Panda 4x4 Twinair ★★★★☆ 17.4.13
500 Icon 42kWh ★★★★☆ 26.1.22
600e La Prima ★★★☆☆ 27.3.24

FORD
Fiesta 1.0T Ecoboost ★★★★☆ 9.8.17
ST-3 1.5T Ecoboost ★★★★☆ 15.8.18
Focus 1.5 Ecoboost 182 ★★★★☆ 20.2.19
ST ★★★★☆ 11.9.19
Mustang Bullitt ★★★★☆ 5.12.18
Mustang Mach-E Extended Range RWD ★★★★☆ 23.6.21
GT AWD ★★★☆☆ 27.4.22
Puma 1.0T 125 MHEV ★★★★☆ 25.3.20
ST ★★★★☆ 24.3.21
Kuga 2.5 PHEV ST-Line ★★★☆☆ 24.6.20
Ranger 2.0L TD EcoBlue 205PS Wildtrak ★★★★☆ 14.6.23
Transit Custom L2H1 320 2.0 EcoBlue 150PS Limited ★★★★☆ 8.5.24

GENESIS
GV60 Sport Plus ★★★★☆ 24.8.22
G70 2.2 CRDi Luxury Line ★★★☆☆ 10.11.21
Electrified G80 ★★★☆☆ 12.10.22
GV80 3.0D Luxury 5-Seater ★★★☆☆ 15.9.21

HONDA
E Advance ★★★☆☆ 26.8.20
Jazz 1.5 i-MMD Hybrid EX ★★★☆☆ 7.10.20
HR-V e:HEV ★★★☆☆ 24.11.21
e:Ny1 Advance ★★★☆☆ 1.11.23
CR-V 1.5T EX CVT AWD ★★★☆☆ 7.11.18

HYUNDAI
i10 1.2 MPi Premium ★★★★☆ 15.4.20
i20 1.0 T-GDI 100 48V ★★★☆☆ 24.2.21
N ★★★★☆ 25.8.21
i30 N ★★★☆☆ 27.12.17
1.4 Premium SE ★★★☆☆ 13.9.17
Ioniq 6 RWD Ultimate ★★★☆☆ 7.6.23
Kona Electric 64kWh ★★★★☆ 31.10.18
1.0 120PS Advance ★★★★☆ 6.9.23
Santa Fe 2.2 CRDi ★★★☆☆ 6.3.19
Tucson 1.6 T-GDi Hybrid ★★★★☆ 17.3.21

INEOS
Grenadier 3.0T Fieldmaster ★★★☆☆ 20.9.23

JAGUAR
F-Type 2.0 R-Dynamic ★★★★☆ 22.11.17
P575 R AWD ★★★★☆ 29.4.20
XF 2.0 R-Sport ★★★★☆ 2.12.15
300 R-S Sportbrake ★★★★☆ 17.4.19
XE 2.0 R-Sport ★★★★☆ 1.7.15
E-Pace D180 AWD SE ★★★★☆ 11.4.18
F-Pace P400e R-Dyn'c HSE ★★★★☆ 1.12.21
SVR ★★★★☆ 24.7.19
I-Pace EV400 S ★★★★☆ 12.9.18

JEEP
Avenger Electric Summit ★★★☆☆ 24.1.24
Compass 2.0 M'jet 4x4 L'd ★★★☆☆ 3.10.18
4xe S ★★★☆☆ 16.2.22
Renegade 4xe Trailhawk ★★★☆☆ 30.6.21
Wrangler 2.2 M'Jet-II Ov'd ★★★★☆ 10.4.19

KIA
Ceed 1.6 CRDi 115 2 ★★★☆☆ 29.8.18
Proceed 1.4 T-GDi ★★★☆☆ 27.2.19
Xceed 1.4 T-GDi ★★★☆☆ 20.11.19
Niro EV 3 ★★★★☆ 7.9.22
Soul EV Urban ★★★☆☆ 5.7.23
Sportage 1.6 HEV 2WD ★★★☆☆ 15.6.22
Sorento 1.6 HEV G-TDi 2 ★★★☆☆ 20.1.21
EV6 77.4kWh GT-Line RWD ★★★★☆ 12.1.22
GT ★★★☆☆ 4.10.23
EV9 GT-Line S ★★★★☆ 31.1.24

LAMBORGHINI
Huracán Evo RWD Coupé ★★★★☆ 20.5.20
Aventador SVJ ★★★★☆ 19.6.19
Urus ★★★★☆ 3.7.19

LAND ROVER
Defender 110 P400 X ★★★★☆ 13.5.20
Discovery Sport D180 AWD ★★★★☆ 8.1.20
Range Rover Evoque P300e ★★★★☆ 10.2.21
Range Rover Velar D240 ★★★☆☆ 30.8.17
Range Rover Sport D300 ★★★★☆ 2.11.22
Range Rover D350 HSE ★★★★☆ 13.7.22

LEXUS
LBX FWD Pre'm Plus Design ★★★☆☆ 29.5.24
NX 350h Pre'm Plus Pack ★★★★☆ 16.3.22
RX 500h F-Sport ★★★☆☆ 22.3.23
ES 300h Takumi ★★★☆☆ 6.2.19
LC 500 Sport+ ★★★★☆ 18.10.17
LM 350h AWD Takumi ★★★☆☆ 7.2.24

LOTUS
Elise Cup 250 ★★★☆☆ 29.6.16
Exige Sport 390 Final Edit'n ★★★★☆ 21.7.21

MASERATI
Quattroporte Trofeo ★★☆☆☆ 4.8.21
Grecale Trofeo ★★★☆☆ 18.10.23
Levante S Granlusso ★★★☆☆ 8.5.19

MAZDA
2 1.5 Skyactiv-G SE ★★★★☆ 22.4.15
3 2.0 Skyactiv-X ★★★★☆ 6.11.19
MX-5 1.5 SE-L Nav ★★★★☆ 2.9.15
MX-30 145PS ★★★☆☆ 10.3.21
CX-5 2.2D Sport Nav ★★★★☆ 28.6.17
CX-60 e-Skyactiv D 3.3 RWD Exclusive-Line ★★★☆☆ 10.5.23

McLAREN
Artura ★★★★☆ 19.10.22
600LT Spider 3.8 V8 ★★★★☆ 22.5.19
GT 4.0 V8 ★★★☆☆ 27.1.21
720S 4.0 V8 ★★★★★ 24.5.17

MERCEDES-AMG
A-Class A45 S 4Matic+ Plus ★★★★☆ 4.3.20
C-Class C63 S Coupé ★★★★☆ 24.4.19
CLS 53 4Matic+ ★★★★☆ 17.10.18
EQS 53 4Matic+ ★★★★☆ 8.6.22
GT R ★★★★☆ 10.5.17
GT 4dr Coupé 63 4Matic+ ★★★★☆ 13.3.19
63 S E Performance ★★★☆☆ 21.6.23
GLC 63 S 4Matic+ ★★★☆☆ 13.9.23
GLE 53 4Matic+ ★★★☆☆ 14.10.20
SL 63 4Matic+ Pr'm Plus ★★★☆☆ 26.7.23

MERCEDES-BENZ
A-Class A200 ★★★★☆ 24.5.23
A250e AMG Line Premium ★★★☆☆ 5.8.20
B-Class B180 Sport ★★★★☆ 3.4.19
CLA 250 ★★★☆☆ 21.8.19
C-Class C300e AMG Line ★★★★☆ 4.5.22
E-Class E220d AMG Line Premium Plus ★★★★☆ 3.1.24
E400 Coupé ★★★★☆ 14.6.17
E300 Cabriolet ★★★☆☆ 6.10.21
S-Class S580e L ★★★★☆ 6.4.22
EQA 250 ★★★☆☆ 17.11.21
EQB 300 4Matic ★★★☆☆ 18.5.22
EQE 350+ ★★★☆☆ 4.1.23
EQS 450 SUV B'ness Class ★★★☆☆ 6.3.24
GLB 220d 4Matic ★★★☆☆ 16.9.20
GLC 300 4Matic AMG Line Premium Plus ★★★☆☆ 13.9.23
G-Class G350d AMG Line ★★★★☆ 17.7.19
GLS 400d ★★★☆☆ 12.2.20

MG
3 1.5 3Form Sport ★★★☆☆ 25.12.13
4 EV Long Range SE ★★★★☆ 5.4.23
5 SW EV Exclusive ★★★☆☆ 25.11.20
ZS EV Exclusive ★★★☆☆ 4.12.19

MINI
3dr Cooper S Works 210 ★★★★☆ 6.12.17
Clubman Cooper D ★★★☆☆ 25.11.15
Convertible Cooper S Sport Automatic ★★★★☆ 19.5.21
Countryman Plug-in Hybrid ★★★☆☆ 26.7.17
C Exclusive ★★★☆☆ 17.4.24

MORGAN
Super 3 ★★★★☆ 9.11.22
Plus Four ★★★☆☆ 12.8.20
Plus Six ★★★★☆ 10.4.24

NISSAN
Micra DIG-T 117 N-Sport ★★★☆☆ 27.3.19
Juke 1.0 DIG-T 117 ★★★☆☆ 29.1.20
Qashqai 1.3 DIG-T 158 ★★★★☆ 28.7.21
Ariya 87kWh Evolve ★★★☆☆ 26.10.22
GT-R Recaro ★★★★☆ 16.11.16
X-Trail e-Power e-4orce AWD Tekna ★★★★☆ 22.2.23

ORA
Funky Cat 48kWh First Ed'n ★★★☆☆ 1.2.23

PEUGEOT
208 e-208 Allure Premium ★★★★☆ 6.5.20
308 1.2T Puretech 130 GT ★★★★☆ 25.5.22
408 Hybrid 180 GT ★★★★☆ 11.10.23
508 GT BlueHDi 180 ★★★★☆ 24.10.18
Hybrid 225 Allure SW ★★★★☆ 8.7.20
PSE Hybrid4 SW ★★★★☆ 5.5.21
2008 e-2008 GT Line ★★★☆☆ 30.9.20
3008 1.6 BlueHDi GT Line ★★★☆☆ 18.1.17
5008 2.0 BlueHDi GT Line ★★★☆☆ 1.11.17

POLESTAR
1 ★★★★☆ 21.10.20
2 BST Edition 270 ★★★☆☆ 12.4.23

PORSCHE
718 Boxster ★★★★☆ 8.6.16
Spyder ★★★★☆ 1.4.20
Cayman GTS ★★★★☆ 9.5.18
Cayman GT4 RS ★★★★★ 14.9.22
911 Carrera T ★★★★☆ 30.8.23
Dakar ★★★★☆ 10.1.24
Turbo S ★★★★☆ 10.8.22
GT3 RS ★★★★☆ 22.11.23
Cayenne S ★★★★☆ 21.2.24
Turbo S E-Hybrid ★★★☆☆ 27.5.20
Turbo GT ★★★★☆ 20.7.22
Taycan Turbo S ★★★★★ 29.7.20

RENAULT
Clio TCe 100 Iconic ★★★★☆ 27.11.19
Mégane E-Tech Electric ★★★☆☆ 23.11.22
Arkana E-Tech Hybrid 145 ★★★☆☆ 13.10.21
Captur 1.3 TCe 130 EDC ★★★☆☆ 18.3.20
Austral E-Tech Iconic Esprit Alpine ★★★☆☆ 19.7.23

ROLLS-ROYCE
Phantom ★★★★★ 4.4.18
Ghost ★★★★☆ 13.1.21
Spectre ★★★★☆ 20.12.23
Cullinan Black Badge ★★★★☆ 19.2.20

SEAT
Ibiza SE Technology 1.0 TSI ★★★★☆ 19.7.17
Leon eHybrid FR ★★★☆☆ 2.12.20
Arona SE Technology 1.0 TSI ★★★★☆ 15.11.17
Ateca 1.5 Eco TSI DSG FR Black Edition ★★★☆☆ 25.10.23

SKODA
Fabia 1.0 TSI 95PS ★★★★☆ 9.2.22
Scala 1.5 TSI 150 DSG ★★★☆☆ 31.7.19
Octavia 2.0 TDI 150 SE L First Edition DSG Estate ★★★★☆ 2.9.20
2.0 TDI vRS ★★★★☆ 17.2.21
Superb 1.4 TSI iV 218 SE L ★★★★☆ 26.2.20
Karoq 2.0 TDI 150 Scout ★★★☆☆ 30.1.19
Enyaq iV 80 ★★★★☆ 18.8.21
Kodiaq 2.0 TDI Edition ★★★★☆ 23.11.16
2.0 TSI 245PS vRS 4x4 ★★★☆☆ 23.2.22

SMART
#1 Premium ★★★☆☆ 8.11.23
#3 Premium ★★★☆☆ 15.5.24

SSANGYONG
Tivoli XLV ELX auto ★★★☆☆ 14.9.16

SUBARU
Outback 2.5i Touring ★★★☆☆ 27.9.23
XV 2.0i SE Lineartronic ★★★☆☆ 28.2.18
Crosstrek 2.0i e-Boxer Touring ★★★☆☆ 28.2.24
Solterra AWD Touring ★★★☆☆ 15.3.23

SUZUKI
Swift 1.0 SZ5 ★★★☆☆ 17.5.17
Across 2.5 PHEV E-Four CVT ★★★★☆ 7.4.21

TESLA
Model 3 Standard Range Plus ★★★★☆ 4.9.19
Long Range ★★★★☆ 14.2.24
Model S Plaid ★★★☆☆ 2.8.23
Model Y Long Range AWD ★★★★☆ 23.3.22
Model X 90D ★★★★☆ 15.2.17

TOYOTA
Aygo X Limited Edition ★★★☆☆ 11.5.22
Yaris 1.5 Hybrid Design ★★★★☆ 23.9.20
GR Yaris Circuit Pack ★★★★★ 3.3.21
Corolla 2.0 Hybrid ST ★★★★☆ 5.6.19
Mirai Design Premium ★★★★☆ 16.6.21
C-HR Excel 1.8 Hybrid ★★★★☆ 4.1.17
bZ4X AWD Vision ★★★☆☆ 18.1.23
GR Supra Pro ★★★★☆ 14.8.19
Hilux 2.8 D-4D GR Sport ★★★☆☆ 1.3.23

VAUXHALL
Corsa 1.2T 100 auto ★★★☆☆ 22.1.20
Crossland X 1.2T 130 Elite ★★★☆☆ 7.6.17
Astra 1.2T 130 GS Line ★★★★☆ 5.10.22
Combo Life 1.5 TD 100 Energy ★★★☆☆ 27.12.18
Mokka 1.2 Turbo 130 auto ★★★☆☆ 12.5.21
Grandland X Hybrid4 ★★★☆☆ 22.4.20

VOLKSWAGEN
Up GTI 1.0 TSI 115 ★★★★☆ 21.3.18
Polo 1.0 TSI 95 SE ★★★★☆ 31.1.18
Golf 1.5 eTSI 150 Style DSG ★★★★☆ 22.7.20
R ★★★★☆ 14.4.21
ID 3 Pro Performance Life ★★★★☆ 31.3.21
ID 4 GTX Max ★★★☆☆ 27.10.21
ID 7 Pro Match ★★★★☆ 13.3.24
T-Roc 2.0 TSI SEL 4Motion ★★★★☆ 24.1.18
Cabriolet 1.5 TSI Evo DSG ★★★☆☆ 10.6.20
Arteon 2.0 BiTDI 240 ★★★☆☆ 27.9.17
eHybrid Shooting Brake ★★★☆☆ 9.6.21
Passat GTE ★★★★☆ 7.9.16
Tiguan 2.0 TDI 150 SE ★★★★☆ 22.6.16
1.5 eTSI 150 DSG R-Line ★★★☆☆ 22.5.24
Touareg 3.0 TDI R-Line Tech ★★★☆☆ 8.8.18
3.0 4M'n eHybrid Elegance ★★★☆☆ 5.6.24
ID Buzz SWB 77kWh ★★★★☆ 8.2.23
Multivan 1.4 eHybrid Style ★★★★☆ 8.3.23

VOLVO
EX30 Single Motor Extended Range Plus ★★★☆☆ 1.5.24
XC40 D4 First Edition AWD ★★★★☆ 7.2.18
C40 Recharge Twin Ult'ate ★★★☆☆ 13.4.22
S60 T8 Polestar En'd ★★★☆☆ 24.12.19
V60 T6 Recharge ★★★★☆ 21.9.22
XC60 D4 R-Design AWD ★★★☆☆ 5.7.17
S90 D4 Momentum ★★★★☆ 13.7.16
V90 T6 Recharge R-Design ★★★★☆ 11.11.20
XC90 D5 Momentum ★★★★☆ 17.6.15

ROAD TESTS ON THIS DAY

1991

LANCIA DEDRA 2000 TURBO
Delta saloon given some sparkle

Price £20,284 **Engine** 4 cyls in line, 1995cc, petrol **Power** 165bhp at 5500rpm **Torque** 201lb ft at 3000rpm **0-60mph** 7.4sec **0-100mph** 20.3sec **Quarter mile** 15.9sec **Top speed** 133mph **Economy** 22.1mpg

1960

FORD CONSUL II DE LUXE
Compact family saloon offers many virtues for little outlay

Price £823 **Engine** 4 cyls in line, 1703cc, petrol **Power** 59bhp at 4400rpm **Torque** 91lb ft at 2300rpm **0-30mph** 6.7sec **0-60mph** 27.6sec **Quarter mile** 22.7sec **Top speed** 80mph **Economy** 24.3mpg

NEW CARS A TO Z

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STAR RATINGS EXPLAINED

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ½☆☆☆☆ Appalling. Massively significant failings.
- ★☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ★½☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★☆☆☆ Off the pace. Below average in nearly all areas.
- ★★½☆☆ Acceptable. About average in key areas, but disappoints.
- ★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★½☆ Good. Competitive in key areas.
- ★★★★☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★½ Excellent. Near class-leading in key areas and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open £23,225–£27,375 ★★★★☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3660x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 165	162	135	7.3	37.7-38.2	155

695 3dr hatch/2dr open £25,725–£32,075 ★★★☆☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3660x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 180 Esseesse	177	140	6.7	36.2-36.7	156

500e 3dr hatch/2dr open £34,195–£41,695 ★★★½☆
A sportier take on Fiat's smallest electric car with a host of technical upgrades. **LxWxH** 3673x1682x1518 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
42.2kWh Scorpionissima	152	96	7.0	150	0

ALFA ROMEO

Giulia 4dr saloon £39,995–£78,195 ★★★★½
Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo Petrol 280	276	149	5.7	33.6	195
2.9 Quadrifoglio	503	191	3.9	23.5	227

Tonale 5dr SUV £36,040–£51,995 ★★★☆☆
Decent dynamically and reasonable value. However, lacks the appeal expected from the marque. **LxWxH** 4528x1841x1601 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 PHEV Speciale 5dr Auto	276	128	6.2	47.2	33
1.3 PHEV Ti 5dr Auto	276	128	6.2	47.2	33
1.3 PHEV Veloce 5dr Auto	276	128	6.2	47.2	33
1.5 MHEV Speciale 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Ti 5dr Auto	160	132	8.8	49.6	130
1.5 MHEV Veloce 5dr Auto	160	132	8.8	49.6	130

Stelvio 5dr SUV £47,895–£87,195 ★★★★☆
Alfa's second SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	42.8	162
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	195
2.9 Quadrifoglio	503	176	3.8	23.9	267

ALPINE

A110 2dr coupé £54,490–£91,490 ★★★★★
A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Turbo	248	155	4.5	42.2	152
1.8 Turbo S	288	162	4.4	41.5	153
1.8 Turbo R	288	177	3.9	41.5	154

ARIEL

Atom 0dr open £40,669 ★★★★½
Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 turbo	320	162	2.8	na	na

Nomad 0dr open £37,549 ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 K24 i-VTEC	235	125	3.4	na	na

ASTON MARTIN

Vantage 2dr coupé/2dr open £134,160–£165,660 ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1271 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	510	190-195	3.6-3.8	25.7	264
4.0 V8 F1 Edition	535	195	3.6	24.3	264

DB12 2dr coupé/2dr open £202,160 ★★★★½
DB11 replacement is a masterclass in restrained yet modernised GT talent. **LxWxH** 4725x2060x1295 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	671	202	3.6	na	na

DBS 2dr coupé/open £259,660–£280,160 ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4715x1970x1295 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V12	715	211	3.4	20.9	306

DBX 5dr SUV £179,160–£197,160 ★★★★½
Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	550	181	4.5	19.8	323
4.0 V8 DBX 707	697	193	3.3	19.9	323

AUDI

A1 Sportback 5dr hatch £22,790–£29,785 ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1740x1409 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 25 TFSI	94	118	10.8	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145

A3 Sportback 5dr hatch £28,075–£50,090 ★★★★☆
Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSIe	201	141	7.6	235.4	29
2.0 45 TFSIe	242	144	6.8	235.4	29
2.0 S3 quattro	308	155	4.8	34.4-34.9	183-186
2.0 35 TDI	148	142	8.3	56.5-62.8	112-130

A3 Saloon 4dr saloon £28,640–£50,655 ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 35 TDI	148	142	8.3	58.9-67.3	111-127

A4 4dr saloon £36,965–£45,780 ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4762x2022x1431 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.6	40.9-46.3	141-155
2.0 40 TFSI	201	155	7.3	40.9-44.8	143-156
2.0 35 TDI	148	142	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148

A4 Avant 5dr estate £40,100–£90,470 ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4762x2022x1460 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	137	9.2	39.8-44.8	143-162
2.0 40 TFSI	201	146	7.3	39.8-43.5	147-162
3.0 V6 TFSI RS4 Avant	448	155-180	4.1	28.1-28.2	220-226
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	201	143-144	7.1	47.9-52.3	144-156
3.0 S4 TDI quattro	342	155	4.7	39.2-39.8	181-193

A5 2dr coupé £43,335–£94,660 ★★★½☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4697x2029x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	201	150	7.1	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	4.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	201	146	6.9	50.4-54.3	135-146

A5 Sportback 5dr coupé £43,335–£94,660 ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4757x2029x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	201	150	7.2	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	5.6	34.4-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	8.4	50.4-54.3	135-147
2.0 40 TDI quattro	201	146	7.6	49.6-54.3	137-149

A6 4dr saloon £44,555–£85,425 ★★★★☆
Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.0	35.3-37.2	172-182
2.0 50 TFSIe quattro	299	155	6.2	217.3	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	155-163
3.0 S6 TDI quattro	344	155	5.0	36.2	203-205

A6 Avant 5dr estate £47,100–£176,975 ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1470 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34.0-36.2	177-189
2.0 50 TFSIe quattro	294	155	6.2	217.3	31
4.0 RS6 quattro	596	155-174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	150-162
2.0 40 TDI quattro	201	150	7.6	44.1-46.3	159-167
3.0 S6 TDI quattro	344	155	5.1	35.3	209

A7 Sportback 5dr coupé £58,800–£136,535 ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSIe quattro	294	155	6.3	134.5-141.2	46-47
4.0 RS7 quattro	596	155-174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	150-156
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
3.0 S7 TDI quattro	344	155	5.1	35.3-35.8	205-208

A8 4dr saloon £82,970–£122,410 ★★★½☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	206-212
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192
3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	182-193

E-tron GT 4dr saloon £87,415–£139,855 ★★★★☆
Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x1960x1413 **Kerb weight** 2276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
quattro 93kWh	528	152	4.1	296	0
RS quattro 93kWh	637	155	3.3	283	0

Q2 5dr SUV £29,090–£49,655 ★★★½☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	122	11.2	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.6	42.2-44.8	142-151
2.0 SQ2 TFSI	298	155	4.9	32.8-33.2	192-195

Q3 5dr SUV £34,465–£46,165 ★★★★☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4484x1849x1616 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	187	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.0 35 TDI	148	128	9.3	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	133-139
2.0 40 TDI quattro	197	139	7.3	37.7-40.4	173

Q3 Sportback 5dr SUV £35,615–£47,750 ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4484x1849x1567 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	126	9.6	39.2-41.5	153-166
2.0 40 TFSI quattro	187	136	7.4	30.7-32.1	197-207
2.0 45 TFSI quattro	243	147	5.8	32.5-32.8	195
2.0 45 TFSIe	243	130	7.3	141.2	44-45
2.0 35 TDI	148	126	9.3	48.7-51.4	146
2.0 35 TDI quattro	148	131	9.3	40.4-44.8	133-139
2.0 40 TDI quattro	197	139	7.3	38.2-39.8	173

Q4 E-tron 5dr SUV £50,745–£61,925 ★★★★☆
Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
40 150kW	201	99	8.5	307	0
50 quattro 82kWh	296	111	6.2	298	0
55 quattro 82kWh	335	112	5.4	316	0

Q4 E-tron Sportback 5dr SUV £52,245–£63,425 ★★★½☆
Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
40 150kW	201	99	8.5	318	0
50 quattro 220kW	296	111	6.2	302	0
55 quattro 82kWh	335	112	5.4	316	0

Q5 5dr SUV £49,330–£59,755 ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4682x2140x1659 **Kerb weight** 1720kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSIe quattro	249	148	6.1	128.4	49
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179

Q5 Sportback 5dr SUV £51,780–£62,205 ★★★½☆
Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x2140x1660 **Kerb weight** 2010-2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSIe quattro	297	148	6.1	176.6-188.3	36-38
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176

Q7 5dr SUV £69,000–£108,620 ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5063x2212x1741 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
4.0 SQ7 quattro	500	155	4.1	29.4-30.1	232
3.0 V6 45 TDI quattro	228	142	7.3	32.1-34.0	217-230
3.0 V6 50 TDI quattro	282	150	6.5	32.1-34.0	217-230

Q8 5dr SUV £76,215–£130,595 ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1968x1705 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 55 TFSI quattro	335	155	5.9	25.9-26.4	243-248
4.0 SQ8 quattro	503	155	4.1	31.0-31.7	234-239
4.0 V8 RS Q8 quattro	592	155	3.8	20.2-20.5	314-318
3.0 V6 50 TDI quattro	282	150	6.1	32.8-33.2	222-226

Q8 E-tron 5dr SUV £70,115–£115,215 ★★★½☆
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWh	335	124	6.8	190	0
55 quattro 114kWh	408	124	5.6	237	0
SQ8 quattro 114kWh	503	130	4.5	223	0

Q8 E-tron Sportback 5dr SUV £72,615–£117,715 ★★★½☆
Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1629 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 95kWH	335	118	6.0	192	0
55 quattro 114kWh	403	124	5.6	242	0
SQ8 quattro 114kWh	503	130	4.5	224	0

TT 2dr coupé £39,340–£56,555 ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1832x1355 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	194	155	6.6	40.4-41.5	154-158
2.0 45 TFSI	242	155	5.8-5.9	38.7-39.2	162-167
2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183
2.5 TT RS quattro	395	155	3.7	30.7	208-210

R8 2dr coupé £135,160–£171,265 ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 RWD	538	201	3.7	22.2	288
5.2 V10 quattro	567	201	3.4	21.9	294
5.2 V10 Performance q'tro	610	205	3.1	21.7	295-296

BAC

Mono 0dr open £165,125 ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 VVT	305	170	2.8	na	na

BENTLEY

Continental GT 2dr coupé £209,260–£273,360 ★★★★½
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.0	23.9	268
6.0 W12 Speed	626	207	3.6	20.8	308

Continental GTC 2dr open £229,760–£300,460 ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x1964x1399 **Kerb weight** 2414kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	542	198	4.1	23.3	275
6.0 W12 Speed	626	207	3.7	20.2	336

Flying Spur 4dr saloon £201,075–£233,860 ★★★★½
New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1978x1483 **Kerb weight** 2437kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	536	177	4.3	na	na
4.0 V8	548	198	4.1	22.2	288
6.0 W12	632	207	3.8	19.1	337

Bentayga 5dr SUV £155,675–£222,460 ★★★★½
Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5125x2010x1728 **Kerb weight** 2505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 Hybrid	448	158	5.5	83.1	82
4.0 V8	542	171	4.5	21.7	302

BMW

1 Series 5dr hatch £28,740–£41,845 ★★★★☆
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
118i	138	132	8.5	46.3-47.1	130-134
128ti	261	155	6.1	40.9	157
M135i xDrive	302	155	4.8	36.2	177
116d	114	124	10.1-10.3	60.1-62.8	119-123
120d	187	144	7.3	55.4-57.6	129-133

2 Series Coupé 2dr coupé £37,815–£66,375 ★★★★☆
Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	184	147	7.5	44.1	145
230i	242	155	5.9	42.8	151
M240i xDrive	374	155	4.3	34.4	186
M2	454	155	4.3	29.1	220

2 Series Gran Coupé 4dr saloon £33,150–£44,015 ★★★☆☆
Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
218i	138	134	8.7	46.3-47.1	136-138
220i	178	148	7.1	46.3-47.1	136-139
M235i xDrive	302	155	4.9	37.2	172

2 Series Active Tourer 5dr hatch £34,040–£46,680 ★★★★☆
Proves there's still a place for the MPV in this SUV-led world. **LxWxH** 4354x1800x1555 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
220i	154	137	8.1	47.1-47.9	135-137
223i	201	150	7.0	45.6-46.3	138-140
225e xDrive	241	121	6.7	na	na
230e xDrive	321	127	5.5	na	na

3 Series 4dr saloon £40,205–£85,325 ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1435 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
320i	181	146	7.1	44.1	144-146
320i xDrive	181	142	7.6	41.5-42.2	153-154
330e	288	143	5.9	188.3-201.8	37-38
330e xDrive	288	143	5.9	na	na
M340i xDrive	369	155	4.4	34.9	185
M3 Competition	503	155	3.9	28.8	223
M3 xDrive Competition	503	155	3.5	28.2	228
320d	187	146	6.8-7.1	56.5-60.1	124-131
320d xDrive	187	144	6.9	54.3-56.5	130-136
M340d xDrive	338	155	4.6	46.3	160

3 Series Touring 5dr estate £42,395–£87,825 ★★★★½
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4709x1827x1440 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
320i	181	143	7.5	42.2	152-153
330e	292	143	5.9	176.6-201.8	32-37
330e xDrive	292	140	5.9	156.9-176.6	37-42
M340i xDrive	371	155	4.5	33.6	191
320d	188	142	7.1-7.9	54.3-57.6	115-121
320d xDrive	188	142	7.4	51.4-54.3	136-143
M340d xDrive	340	155	4.8	44.8	165
M3 xDrive Competition	503	155	3.6	na	235

4 Series Coupé 2dr coupé £44,180–£85,375 ★★★★☆
A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x1852x1383 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	149	7.5	42.2-44.1	146-151
430i	254	155	5.8	40.4-42.2	153-159
M440i xDrive	369	155	4.5	36.7	175
M4 Competition	503	155	3.9	28.8	228
M4 xDrive Competiton	503	155	3.5	28.2	227

4 Series Convertible 2dr open £48,860–£88,975 ★★★★☆
Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x1852x1384 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
420i	181	147	8.2	40.4-41.5	154-159
M440i xDrive	371	155	4.9	35.3	182
M4 xDrive Competition	503	155	3.7	27.7	231

4 Series Gran Coupé 4dr coupé £45,380–£60,290 ★★★★½
The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x1852x1442 **Kerb weight** 1825kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
420i	181	146	7.9	41.5	154
M440i xDrive	371	155	4.7	35.3	182

i4 4dr saloon £50,755–£72,140 ★★★★☆
Fast, refined and with lots of traditional appeal to convert sceptics. **LxWxH** 4783x1852x1448 **Kerb weight** 2215kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
eDrive35	282	118	6.0	285	0
eDrive40	335	118	5.7	352-365	0
M50	542	140	3.9	318	0

5 Series 4dr saloon £51,010–£79,605 ★★★★☆
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 5060x1900x1515 **Kerb weight** 1605kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
520i	181	143	7.5	48.7	142-145
530e	295	143	6.8	na	na
550e	489	155	4.3	na	na

5 Series Touring 5dr estate £46,675–£64,120 ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4963x2126x1498 **Kerb weight** 1630kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
520i	181	139	8.2	40.4-42.2	152-160
530e	292	140	6.1	156.9-176.6	35-40
530e xDrive	292	140	6.1	134.5-156.9	42-47
540i xDrive	335	155	5.1	34.9-35.8	179-185
520d	187	147	7.8	52.3-55.4	134-142

i5 4dr saloon £74,105–£97,745 ★★★½☆
Munich's 50-year-old icon goes into the EV age with a 493bhp range-topper. **LxWxH** 5060x2156x1505 **Kerb weight** 2205kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
eDrive40	na	120	6.0	353-357	0
M60 xDrive	493	143	3.8	315	0

7 Series 4dr saloon £105,510–£121,085 ★★★★☆
New mild-hybrid flagship saloon is better in every way than its predecessor. **LxWxH** 5391x1950x1544 **Kerb weight** 1755kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
750e xDrive	482	155	4.8	53.4	23-27

i7 4dr saloon £101,765–£164,320 ★★★★½
Tech-laden luxury saloon is new flagship with class-leading comfort. **LxWxH** 5391x1950x1544 **Kerb weight** 2715kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
eDrive50	455	127	5.5	357-379	0
xDrive60	526	149	4.7	366-374	0

8 Series 2dr coupé/2dr open £83,905–£140,215 ★★★★☆
Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1339 **Kerb weight** 1830kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
840i	335	155	5.0	33.2-33.6	193-194
M850i xDrive	523	155	3.7	24.8-25.2	255-260
M8 Competition	623	155	3.2-3.3	25.2-25.4	252-254

8 Series Gran Coupé 4dr saloon £83,905–£140,215 ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5074x1932x1401 **Kerb weight** 1890kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
840i	335	155	5.2	33.2	194
M850i xDrive	523	155	3.9	24.6	260
M8 Competition	623	155	3.2	25.4	254

X1 5dr SUV £34,935–£49,690 ★★★½☆
Pick of the premium bunch and very spacious, but expensive and not that small. **LxWxH** 4500x1845x1642 **Kerb weight** 1655kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
sDrive20i	189	138	7.4	40.9	156-157
xDrive20i	189	na	7.7	38.2-38.7	166-167
xDrive23i	201	145	7.4	41.5	153
xDrive25e	220	118	6.8	na	na
xDrive30e	321	127	5.6	na	na
sDrive18d	148	126	8.9	55.4	133-134
xDrive23d	194	140	7.4	56.5	131

iX1 5dr SUV £46,205–£56,875 ★★★½☆
Not the most engaging to drive, but a seriously comprehensive electric prospect. **LxWxH** 4500x1845x1642 **Kerb weight** 2085kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
eDrive20	201	106	8.6	275	0
xDrive30	308	112	5.7	272	0

X2 5dr SUV £40,515–£49,340 ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4554x2104x1590 **Kerb weight** 1460kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
sDrive20i	189	141	7.7	40.9-41.5	154-156
M35i	302	155	4.9	34.4	187

iX2 5dr SUV £51,615–£57,445 ★★★½☆
iX1-based crossover gets coupé looks and a bigger footprint. Rivals Audi Q4 E-tron. **LxWxH** 4554x2104x1590 **Kerb weight** 1960kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
eDrive20	201	106	8.6	286	0
xDrive30	308	112	5.6	279	0

X3 5dr SUV £48,005–£93,660 ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1875kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
xDrive20i	181	134	8.3	35.3-35.8	179-181
xDrive30e	288	130	6.1	134.5	51-54
xDrive M40i	355	155	4.8	31.4	204
X3M Competition	503	155	4.1	24.8	261
xDrive20d	187	132	8.0	47.1-47.9	154-156
xDrive30d	286	155	5.7	42.8	171

iX3 5dr SUV £65,160–£67,165 ★★★★☆
All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2270kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
80kWh	282	112	6.8	286	0

X4 5dr SUV £54,000–£95,445 ★★★½☆
Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4752x1981x1621 **Kerb weight** 1735kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
xDrive M40i	336	155	4.9	31.7	203
X4M Competiton	503	155	4.1	24.8	259
xDrive20d	187	131	8.0	47.1-47.9	161-165
xDrive30d	254	145	5.8	45.6-46.3	159-163
xDrive M40d	322	155	4.9	43.5	169

X5 5dr SUV £73,585–£128,705 ★★★★½
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
xDrive50e	482	155	4.8	na	31
xDrive M60i	523	155	4.3	27.3	276
X5M Competition	623	155	3.8	22.1	304
xDrive30d	261	130	6.8	41.5-42.2	175-179
xDrive40d	340	152	5.5	38.7-39.2	192-196

X6 5dr SUV £77,535–£131,405 ★★★★☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4935x2004x1696 **Kerb weight** 2065kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
xDrive40i	338	155	5.5	28.0-28.5	225-230
xDrive M60i	523	155	4.3	23.5	272
X6 M Competition	623	155	3.8	22.4	287
xDrive30d	254	143	6.7	42.2-42.8	172-176
xDrive40d	340	154	5.5	38.7-39.8	187-191

iX 5dr SUV £70,985–£124,605 ★★★★½
Comfort-conscious yet strong and athletic. A bold flagship for BMW's EV family. **LxWxH** 4953x1967x1695 **Kerb weight** 2510kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
xDrive40	326	124	6.1	256	0
xDrive50	523	124	4.6	375	0
M60	623	155	3.8	346	0

X7 5dr SUV £88,805–£112,915 ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
xDrive40i	338	155	6.1	28.7	249-250
xDrive M60i	523	155	4.7	22.1	283-291
xDrive40d	340	152	6.1	36.2	203-204

XM 5dr SUV £110,730–£174,330 ★★★☆☆
M division's second-ever bespoke car lacks real purpose beyond shock and awe. **LxWxH** 5110x2005x1755 **Kerb weight** 2785kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
5dr xDrive	644	155	4.3	188.3	na

Z4 2dr coupé £45,135–£57,295 ★★★★☆
Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4324x1864x1304 **Kerb weight** 1485kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
sDrive20i	195	155	6.6	39.8-40.4	160-161
sDrive30i	255	155	5.4	39.8	161-162
sDrive M40i	338	155	4.6	35.8	181

BMW ALPINA

B3/D3 4dr saloon/5dr estate £65,000–£80,700 ★★★★★
Buchloe's 3 Series makes a very strong case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D3S	355	168-170	4.6-4.8	37.2	182

B4 4dr saloon £67,000–£82,200 ★★★★½
4 series shell combines the B3's engine to make a very compelling package. **LxWxH** 4794x2068x1438 **Kerb weight** 1890kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 BiTurbo	488	187	3.7	25.9	229
3.0 D4S	355	168-170	4.8	na	182

B5/D5 4dr saloon/5dr estate £125,500–£127,900 ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	200-205	3.4-4.6	23.5	263
3.0 D5S	347	171	4.8	42.2	199

B8 Gran Coupé 4dr saloon £140,300 ★★★★☆
Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	201	3.4	25.4	270

XD3 5dr SUV £70,075 ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 BiTurbo	330	158	4.9	31.4	173

XB7 5dr SUV £153,300 ★★★★☆
Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	180	4.2	23.5	274

BYD

Dolphin 5dr hatch £26,195–£31,695 ★★★½☆
Chinese giant's second UK offering brings long range and decent practicality. **LxWxH** 4290x1770x1570 **Kerb weight** 1658kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
44.9kWh	94	93	na	193-211	0
60.4kWh	201	100	7.0	265	0

Seal 4dr saloon £45,695–£48,695 ★★★★☆
A stylish, range-conscious Tesla Model 3 rival with an excellent ride but laggy tech. **LxWxH** 4800x1875x1460 **Kerb weight** 2055kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
83kWh	308	111	5.9	354	0

Atto 3 5dr SUV £37,695–£39,695 ★★★★☆
Solid electric family SUV with good refinement and a characterful interior. **LxWxH** 4455x1875x1615 **Kerb weight** 1750kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
60kWh	201	99	7.3	261	0

CATERHAM

Seven 2dr open £24,490–£58,490 ★★★★½
The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
660cc Suzuki 170	84	105	6.9	58.4	109
2.0 Duratec 360	180	130	4.8	na	na
2.0 Duratec 420	210	136	3.8	na	na
2.0 Supercharged 620S	310	145	3.4	na	na
2.0 Supercharged 620R	310	155	2.8	na	na

CHEVROLET

Corvette 2dr coupé/2dr open £96,390–£104,340 ★★★★½
Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
6.2 V8	475	185	3.5	23.3	277

CITROEN

Ami 2dr quadricycle £7695–£8695 ★★½☆☆
Incredibly slow and basic but full of character and will perfectly suit some use cases. **LxWxH** 2410x1390x1520 **Kerb weight** 471kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
6kW 5.5kWh	8	28	na	43	0

C3 5dr hatchback £13,995–£22,055 ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1829x1474 **Kerb weight** 976kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech 82	79	107	12.8	51.3	130-131
1.2 PureTech 110	107	117	9.3	52.3	129-131

C3 Aircross 5dr hatchback £17,470–£23,880 ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech 110	107	115	11.3	51.5	141-143
1.2 PureTech 130	127	124	10.4	47.3	150
1.5 BlueHDi 100	96	109	12.8	62.7	126-128

C4 5dr hatchback £19,495–£37,195 ★★★☆☆
Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1278kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech	99	114	11.3	54.8	116
1.2 PureTech 130	128	130	8.9-9.4	50.2-54.7	117-127
1.2 PureTech 155	153	129	8.5	48.8	131
1.5 BlueHDi	108	120	10.9	68.7-69.1	114-115
1.5 BlueHDi 130	129	128	9.5	64.5-64.9	114-115

ë-C4 5dr hatchback £32,195–£37,195 ★★★½☆
Better ride and motorway performance are welcome, but they come at a premium. **LxWxH** 4355x1800x1525 **Kerb weight** 1561kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
50kWh	134	93	10.0	217	0
54kWh	153	93	9.2	260	0

ë-C4 X 5dr hatchback £32,195–£37,195 ★★★½☆
Value for money is the goal with this saloon version of the leisurely family hatchback. **LxWxH** 4355x1800x1525 **Kerb weight** 1621kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
50kWh	134	93	10.0	222	0

C5 Aircross 5dr SUV £23,670–£38,375 ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech 130	128	121	10.5	44.2	149-151
1.2 Hybrid	134	124	10.2	51.4	128-130
1.6 PureTech 225 PHEV	223	140	8.7	184.0	50
1.5 BlueHDi 130	129	117	10.4	57.3	138-139

C5 X 5dr SUV £28,695–£42,210 ★★★★☆
An unconventional take on the conventional that brings comfort to the fore. **LxWxH** 4805x1865x1485 **Kerb weight** 1418kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech	107	132	10.4	48.1	136
1.6 PureTech 225 PHEV	223	145	7.9	211.3	33

Berlingo 5dr MPV £25,265–£29,590 ★★★★½
Boxy, quirky van-based car returns to top form in its third iteration in two decades. **LxWxH** 4403x2107x1844 **Kerb weight** 1540kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech 130	128	130	10.4	48.6	136
1.5 HDI	99	109	14.1-14.9	54.8	135
1.5 HDI	127	114	11.0	51.8	148

ë-Berlingo 5dr MPV £32,225–£35,035 ★★★☆☆
New electric version of venerable people carrier is suddenly the only one available. **LxWxH** 4403x1921x1849 **Kerb weight** 2440kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
52kWh	136	84	9.0	174	0

CUPRA

Born 5dr hatch £36,475–£43,735 ★★★★☆
Electric hot hatch shows promise and annoyance in equal measure. **LxWxH** 4322x1809x1540 **Kerb weight** 1736kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
58kWh	201	99	7.3	262-263	0
77kWh	226	99	6.6-7	339	0

Leon 5dr hatch £33,260–£44,815 ★★★★☆
PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI	148	133	8.9	47.9	134
1.4 eHybrid	241	140	6.7	217.3	30-32
2.0 TSI	242	155	6.4	39.2	162-163
2.0 TSI 300	298	155	5.7	37.2	171-172

Leon Estate 5dr estate £34,750–£47,710 ★★★★☆
More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** na

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI	148	134	9.2	47.1	136
1.4 eHybrid	241	140	7	201.8	31-34
2.0 TSI 310	306	155	4.9	32.8-34.4	186

Ateca 5dr hatch £36,045–£51,640 ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI 150	148	124	9.3	41.5	153
2.0 TSI 190	188	132	7.2	35.3	183
2.0 TSI 300	296	153	5.2	32.5	197

Formentor 5dr SUV £31,300–£48,270 ★★★★½
Bespoke-to-Cupra SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI 150	148	127	8.9	43.5-44.8	143-148
2.0 TSI 190	188	137	7.1	36.2-37.7	171-176
1.4 eHybrid 204	201	127	7.8	201.8-235	33-37
1.4 eHybrid 245	242	130	7.0	176.6-188	33-35
2.0 TSI 310	310	155	4.9	32.8-33.2	193-194

DACIA

Sandero 5dr hatch £13,795–£14,795 ★★★★☆
Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TCe	90	111	11.7	53.3	120
1.0 TCe Bi-Fuel	99	114	11.6	52.3	123

Sandero Stepway 5dr hatch £15,295–£17,645 ★★★½☆
A more expensive and slightly more rugged cheap car – but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TCe	88	107	12	50.4	127
1.0 TCe 100 Bi-Fuel	99	109	11.9	48.7	130-131

Duster 5dr SUV £17,295–£24,445 ★★★★½
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x1804x1633 **Kerb weight** 1189kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TCe 90	89	103	13.5	46.3	139
1.3 TCe 130	128	120	10.6	45.6	141
1.3 TCe 150	148	125	9.7	44.8	143
1.0 TCe 100 Bi-Fuel	99	106	14.4	na	146
1.5 dCi 115	113	113	10.3	57.7	128
1.5 dCi 115 4x4	113	108	12.1	51.4	143

Jogger 5dr MPV £18,295–£23,995 ★★★★½
A real reason for families to flock to Dacia dealers. Basic to drive but very versatile. **LxWxH** 4547x1848x1632 **Kerb weight** 1205kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TCe	107	114	11.2	49.6	130-131
1.6 HEV	138	111	10.1	57.7	109

DAVID BROWN AUTOMOTIVE

Speedback GT 3dr coupé £620,000 ★★★★☆
Classic looks are matched with lovely drive thanks to modern Jaguar hardware. **LxWxH** 4760x1860x1350 **Kerb weight** 1800kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
5.0 V8 Auto	601	155	4.8	23.0	292

DS

3 5dr SUV £25,990–£42,035 ★★★☆☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech 100	98	112	10.9	80.4	127
1.2 PureTech 130	128	124	9.2	47.1	141
54kWh E-Tense	132	93	9.0	191-206	0

4 5dr hatch £32,680–£47,165 ★★★½☆
Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x1830x1470 **Kerb weight** 1352kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech 130	128	130	9.3	41.4-48.6	132
1.6 PureTech 180	177	143	8.0	43.9	145
1.6 PureTech 225	223	146	7.9	43.7	146
1.6 E-Tense 225	223	145	7.7	176-232	27-35
1.5 BlueHDi 130	128	129	10.9	51.4-61.2	121-144

7 5dr SUV £46,500–£59,100 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4573x1895x1620 **Kerb weight** 1420kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 PureTech 130	129	122	10.2	42.2-46.0	143-152
1.6 PureTech 180	178	137	8.3	42.2	152
1.6 E-Tense 225	223	140	8.9	157-176	36-41
1.6 E-Tense 4x4 300	295	149	5.9	176.6-201.8	32-40
1.5 BlueHDi 130	128	121	11.7	54.1-55.3	143

9 5dr saloon £56,000–£74,415 ★★★½☆
New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x1932x1460 **Kerb weight** 1540kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.6 PureTech 225	223	146	8.1	40.9	155
1.6 E-Tense 225	223	149	8.3	176-256	33-35
1.6 E-Tense 4x4	356	155	5.6	176-256	41-43

FERRARI

Portofino M 2dr open £177,017 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

Roma 2dr coupé £185,975 ★★★★½
Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.9T V8	612	199	3.4	14.7-28.0	230-436

296 GTB 2dr coupé £241,285 ★★★★★
Latest in a line of fabulous Ferraris gains EV ability but loses nothing in return. **LxWxH** 4565x1958x1187 **Kerb weight** 1470kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0T V6	819	205	2.9	44.1	149

812 Superfast 2dr coupé/open £293,098 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320

SF90 Stradale 2dr coupé/open £400,000 ★★★★★
Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
4.0T V8	986	211	2.5	46.3	154

Purosangue 5dr SUV £312,845 ★★★★½
An SUV that does for its maker what a lot of SUVs can't for theirs: it feels like a Ferrari. **LxWxH** 4973x2028x1589 **Kerb weight** 2033kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
6.5 V12	715	193	3.3	16.5	393

FIAT

Panda 5dr hatch £14,765–£16,240 ★★★★☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3571x1627x1488 **Kerb weight** 940kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 Mild Hybrid	69	96	14.7	50.4-52.3	126-132

500 3dr hatch/2dr open £16,790–£20,940 ★★★☆☆
Super-desirable, cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 980kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 Mild Hybrid	69	104	13.8	53.3	119-121

500 Electric 3dr hatch/2dr open £28,195–£34,195 ★★★★☆
Shows that small EVs can be viable and fun – to look at, to sit in and to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 1365kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
Electric 24kWh	95	84	9.5	118	0
Electric 42kWh	118	93	9.0	199	0

600e 5dr hatch £32,995–£36,995 ★★★★☆
Design flair, a useful range and reasonable pricing without the bloat of many rivals. **LxWxH** 4171x1781x1523 **Kerb weight** 1520kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
Electric 54kWh	154	93	9.0	252	0

500X 5dr hatch £29,975–£30,020 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4264x1796x1595 **Kerb weight** 1295kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 Hybrid	124	121	9.4	49.5	129-134

FISKER

Ocean 5dr SUV £37,740–£58,740 ★★★★½
Californian brand targets range-conscious buyers with a brilliantly executed SUV. **LxWxH** 4774x1982x1631 **Kerb weight** 2435kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
73kWh	276	117	7.0	288	0
113kWh	556	128	3.7	436	0

FORD

Focus 5dr hatch £28,490–£40,650 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 Ecoboost MHEV 125	123	124	10.2	52.3	121
1.0 Ecoboost MHEV 155	152	129-131	9.2-9.5	54.3	116
2.3T Ecoboost 280 ST	276	155	5.7	35.3	183

Focus Estate 5dr estate £29,650–£39,050 ★★★★☆
Almost as good to drive as the hatch, but some rivals will carry more. **LxWxH** 4668x1825x1481 **Kerb weight** 1485kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 Ecoboost 125	123	120-123	10.3-10.6	55.4	98-116
1.0 Ecoboost MHEV 155	152	127-130	9.4-9.7	55.4	116
2.3T Ecoboost 280 ST	276	155	5.8-6.0	35.3	183

Puma 5dr SUV £25,790–£33,035 ★★★★½
Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0T Ecoboost MHEV 125	123	119	9.8	50.4	127
1.0T Ecoboost MHEV 155	153	124	8.9	50.4	127
1.5 Ecoboost ST	198	137	6.7	41.5	155

Kuga 5dr SUV £32,080–£42,255 ★★★½☆
All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 FHEV	198	122	9.1	51.4	125
2.5 PHEV	223	125	9.2	201.8	32

S-Max 5dr MPV £38,565–£43,825 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 FHEV 190	188	115	9.8	44.1	147

Galaxy 5dr MPV £40,725 ★★★★☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 FHEV 190	188	115	10.0	43.5	148

Mustang Mach-E 4dr crossover £59,380–£74,540 ★★★½☆
Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
72kWh Select RWD	265	111	7.4	292	0
91kWh Extended RWD	290	111	7.0	379	0
91kWh Extended AWD	346	111	5.8	335	0

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
91kWh GT AWD	480	124	4.4	310	0

Mustang 2dr coupé/open £55,585-£65,585 ★★★★☆
American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8	444	155	4.9	23.9	268
5.0 V8 Mach-1	453	166	4.8	22.8	284

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	na	na

Ranger 4dr pick-up £24,369-£47,889 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	30.7	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

Transit Nugget 5dr MPV £76,027-£89,079
Famed load-lugger is now available with an in-house camper conversion. **LxWxH** 4973x1986x1979 **Kerb weight** 2496kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 EcoBlue 130	128	na	na	39.2	204-260
2.0 EcoBlue 150	148	na	na	39.0	204-260
2.0 EcoBlue 170	168	na	na	36.7	230-273

Grand Tourneo Connect 5dr MPV £31,434-£33,824
Van-derived seven-seater is first product of tie-up between Ford and Volkswagen. **LxWxH** 4973x1986x1979 **Kerb weight** 2496kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Ecoboost	120	116	12.0	52.9	140

GENESIS

GV60 5dr SUV £54,105-£67,705 ★★★★☆
Nascent brand's first EV arrives as a luxurious, efficient SUV, lacks sharpness. **LxWxH** 4515x1890x1580 **Kerb weight** 2095kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77.4kWh Premium	225	115	7.8	323	0
77.4kWh Sport	313	124	5.5	292	0
77.4kWh Sport Plus	483	146	4.0	289	0

G70 4dr saloon £42,870 ★★★½☆
Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0T 245	241	149	6.1	35.4	181

G70 Shooting Brake 5dr estate £42,870 ★★★★☆
Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0T 245	245	146	6.4	32.5-34.0	193-204

GV70 5dr SUV £42,870-£65,105 ★★★★☆
Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	149	6.1	29.7	216
2.2D	207	133	7.9	40.0	185
77.4kWh	483	146	4.2	283	0

G80 4dr saloon £48,870-£69,805 ★★★½☆
A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	155	6.0	31.0	205
87.2kWh	364	139	4.9	323	0

GV80 5dr SUV £60,525-£75,425 ★★★½☆
Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	147	6.9	27.4-27.7	240
3.0D	268	143	6.9	32	231

GORDON MURRAY AUTOMOTIVE

T33 2dr coupé £1,400,000
Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V12	607	na	na	na	na

T50 2dr coupé £2,800,000
Ultra-lightweight, V12-powered spritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V12	650	na	na	na	na

GWM

Ora 03 5dr hatch £31,995 ★★★☆☆
Decent value and funky looks but a mediocre experience overall. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
126kW 48kWh	169	99	8.3	193	0

HONDA

E 5dr hatch £37,395 ★★★½☆
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
36kWh Advance	154	90	8.3	136	0

Jazz 5dr hatch £26,395-£28,695 ★★★½☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 i-MMD	109	108	9.4-9.9	62.8	102-110

Civic 5dr hatch £34,995-£49,995 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4551x1799x1408 **Kerb weight** 1533kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 eHEV	181	112	7.9	56.4	113
2.0 VTEC Turbo Type R	315	169	5.8	33.2	191-193

HR-V 5dr SUV £30,695-£36,295 ★★★½☆
Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 eHEV	131	106	10.7	52.3	122

ZR-V 5dr SUV £39,945-£42,895 ★★★½☆
Honda's answer to the Nissan Qashqai isn't as good as the Civic on which it is based. **LxWxH** 4568x1840x1620 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 eHEV	141	108	7.8	49.6	130-132

e:Ny1 5dr SUV £44,995-£47,195 ★★★☆☆
Charming in some ways, but too little substance to justify the price. **LxWxH** 4387x1866x1584 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
69kWh	201	229	7.6	256	0

CR-V 5dr SUV £45,895-£53,995 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4706x1942x1684 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 i-MMD hybrid	181	112	8.6-9.2	47.4	151-163

HYUNDAI

i10 5dr hatch £15,920-£18,520 ★★★★☆
The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 3670x1680x1480 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPi	67	97	14.6	53.3	114-120
1.0 T-GDi	99	115	10.5	52.3	123
1.2 MPi	84	106	12.6	51.4	124

i20 5dr hatch £20,770-£26,530 ★★★½☆
Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 100	98	117	10.4	47.9-49.6	120
1.0 T-GDi 48V MHD 100	98	117	10.4	54.3-55.4	115-118
1.0 T-GDi 48V MHD 120	118	115	10.2	53.3	120
1.6 T-GDi N	201	142	6.7	40.4	158

i30 5dr hatch £22,700-£35,110 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	121-122
1.5 T-GDi	157	130	8.6	42.2-46.3	142
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Fastback 4dr saloon £25,960-£34,845 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	157	130	8.6	49.6-52.3	141-151
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Tourer 5dr estate £23,450-£26,400 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	130-139

Bayon 5dr SUV £21,570-£25,820 ★★★★☆
Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 48V MHEV	98	113	10.7	53.3	120-121
1.0 T-GDi 48V MHEV 120	118	115	10.4	53.3	121

Kona 5dr SUV £25,725-£43,095 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4350x1825x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	112	12.0	44.1-44.8	142-147
1.6 GDi Hybrid	134	119	10.2	52.3	114-123
2.0 T-GDi N	278	149	5.5	32.8	194
Electric 39kWh	134	96	9.6	180	0
Electric 64kWh	201	104	7.6	280	0

Ioniq 5 5dr SUV £43,445-£65,000 ★★★½☆
Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
58kWh	164	115	8.5	238	0
77kWh	224	115	7.4	238-315	0
77kWh Premium	320	na	5.1	282	0
84kWh N	641	160	3.4	257	0

Ioniq 6 4dr saloon £47,040-£55,290 ★★★½☆
Distinctive saloon with great practicality and road manners and a well-equipped cabin. **LxWxH** 4855x1880x1495 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77kWh	224	115	7.3	238-315	0
77kWh Premium	320	na	5.1	282	0

Tucson 5dr SUV £31,535-£45,630 ★★★★☆
Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi 150	148	117	10.3	40.9	156
1.6 T-GDi 48V MHEV 150	148	117	9.6	43.5	144-151
1.6 T-GDi 48V MHEV 180	178	125	9.0	39.8	162
1.6 T-GDi Hybrid	228	120	8.0	50.4	127
1.6 T-GDi Plug-in hybrid	263	119	8.6	201.8	31

Santa Fe 5dr SUV £43,240-£51,680 ★★★★☆
Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi Hybrid	228	116	8.9-9.1	42.2	145-168
1.6 T-GDi Plug-in hybrid	262	116	8.8	173.7	37
2.2 CRDi	199	127	9.2	na	177-178

Nexo 5dr SUV £69,495 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
95kW Fuel Cell	161	130	9.6	42.0mpkg	0

INEOS

Grenadier 6dr SUV £79,140 ★★★½☆
Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0T 6dr Auto	282	99	8.6	21.4	299
3.0TD 6dr Auto	245	99	9.9	27.4	268

JAGUAR

XE 4dr saloon £33,230-£43,500 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300 AWD	296	155	5.9	30.8-32.4	197-207
2.0 P250	246	150	6.7	34.2	186
2.0 D200	198	146	7.3	54.0-57.7	128-137

XF 4dr saloon £35,660-£48,145 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	246	155	6.9	33.0-34.9	183-193
2.0 P300 AWD	296	155	6.1	31.2-32.8	194-204
2.0 D200	198	146	7.6	52.8-56.5	131-140
2.0 D200 AWD	198	143	7.8	48.9-51.3	128-137

XF Sportbrake 5dr estate £40,810-£49,420 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	246	150	7.1	32-33.7	189-199
2.0 P300 AWD	296	155	6.2	29.9-31.2	204-213
2.0 D200	198	143	7.8	50.7-53.7	138-146
2.0 D200 AWD	198	143	8.0	47.0-49.1	151-157

F-Type 2dr coupé £58,420-£134,925 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4470x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	155	5.7	29.9	215
5.0 P450	444	177	4.6	26.0-26.8	239-246
5.0 P575	518	186	3.7	26.4	243

F-Type Convertible 2dr open £67,970-£138,390 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	155	5.7	29.6	217
5.0 P450	444	177	4.6	26.0-26.6	241-247
5.0 P575	518	186	3.7	26.4	243

E-Pace 5dr SUV £43,185-£54,260 ★★★½☆
Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 P300e	305	134	6.5	143.1	44
2.0 D200 AWD	201	131	8.4	42.9-43.0	170-173

F-Pace 5dr SUV £48,770-£87,090 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250 AWD	246	135	7.3	30.4	214-220
3.0 P400 AWD	394	155	5.4	28.8	222-230
2.0 P400e AWD	398	149	5.3	112.5	51-55
5.0 V8 SVR 550 AWD	548	178	4.0	23.1	275
2.0 D165 AWD	160	121	9.9	45.4	165-171
2.0 D200 AWD	197	130	8.0	45.4	165-171
3.0 D300 AWD	296	143	6.4	38.1	195-202
5.0 V8 SVR	542	178	4.0	23.1	275

I-Pace 5dr SUV £69,995-£79,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
EV400	398	124	4.8	277-287	0

JEEP

Avenger 5dr/4dr SUV £34,800-£38,700 ★★★½☆
B-segment SUV has sights set on UK success with good looks and well-controlled drive. **LxWxH** 4084x1776x1534 **Kerb weight** 1601kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
54kWh	153	93	9.6	248	0

Avenger e-Hybrid 5dr/4dr SUV £23,600-£27,600 ★★★★☆
B-segment SUV has sights set on UK success with good looks and well-controlled drive. **LxWxH** 4084x1776x1534 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2	98	115	10.6	51.4	124

Compass 5dr SUV £33,855-£44,455 ★★★☆☆
Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 48V MHEV	128	120	10.0	47.1-50.4	133-140
1.3 4xe PHEV	238	124	7.3	141-156	44-47

Renegade 5dr SUV £30,030-£38,500 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 GSE T4 150	148	122	9.4	38.2-39.8	151
1.3 Turbo 4xe	188	113	7.5	122.8-134.5	42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128.4	51-53

Wrangler 2dr/4dr SUV £60,785-£62,785 ★★★★☆
Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4334x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GME	265	97-110	7.3-7.6	25.4-26.4	248-254

Grand Cherokee 5dr SUV £85,605 ★★½☆☆
Flagship is characterful but poor efficiency and high price make it hard to justify. **LxWxH** 4915x1968x1798 **Kerb weight** 2434kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo 4xe PHEV	375	132	6.0	108.7	60

KGM

Tivoli 5dr SUV £20,245-£22,795 ★★★☆☆
Small SUV isn't up with the best in class but is worth considering as a budget option. **LxWxH** 4225x1810x1590 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5P	163	112	12.0	na	158-175

Korando 5dr SUV £25,540-£39,995 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 GDi-Turbo	160	119	12.0	37.2	172
e-Motion 140kW 61.5kWh	187	97	9.0	294	0

Torres 5dr SUV £34,995-£47,495 ★★½☆☆
Spacious and charismatic but neither refined nor capable enough to justify the price. **LxWxH** 4700x1890x1720 **Kerb weight** 1528kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 GDi-Turbo	161	117	10.8	33.2	194
73kWh	204	109	8.1	287	0

Rexton 5dr SUV £40,500-£46,250 ★★★½☆
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2d 181	178	115	11.3-11.9	32.9	205-227

KIA

Picanto 5dr hatch £13,695-£17,700 ★★★★☆
A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0	65	100	14.1	56.5-60.1	119
1.0 T-GDi	997	112	9.9	53.3	120

Ceed 5dr hatch £22,565-£26,065 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi	116	118	11.2	na	119
1.5 T-GDi	156	130	8.4	43.5-46.3	129

Ceed Sportswagon 5dr estate £23,265-£26,810 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	131

Proceed 5dr hatch £26,665 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	130	8.6	43.5-46.3	129

Xceed 5dr hatch £24,325-£33,495 ★★★½☆
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1495 **Kerb weight** 1332kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	129	8.7	44.8	142-143
1.6 GDi PHEV	137	99	10.6	217.3	38

Stonic 5dr SUV £20,750-£24,800 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi	116	115	9.9	46.3-47.1	137

Niro 5dr SUV £30,075-£40,325 ★★★½☆
Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GDi Hybrid	137	101	11.1	58.9	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	201.8	29
64.8kWh EV	198	104	7.8	282	0

Soul EV 5dr hatch £39,075 ★★★★☆
Electric-only hatch with looks that divide opinion but a competitive range. **LxWxH** 4195x1800x1605 **Kerb weight** 1757kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
64kWh	201	104	7.9	280	0

Sportage 5dr SUV £29,375-£45,775 ★★★½☆
Does refinement, handling precision, tech, space and alternative style well. **LxWxH** 4515x1865x1650 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6T GDi	148	117	9.9	41.5	154
1.6T GDi 48V	148	117	9.3	41.5	146
1.6T GDi 48V DCT AWD	148	117	9.4	40.4	158
1.6T GDI PHEV	257	119	7.9	na	na
1.6T GDi HEV	226	120	7.7	49.6	129
1.6T GDi HEV AWD	226	120	8.0	44.1	146

EV6 5dr SUV £45,275-£62,675 ★★★★☆
Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77.4kWh	226	114	7.3	328	0
77.4kWh AWD	321	116	5.2	300	0

Sorento 5dr SUV £46,495-£56,995 ★★★½☆
Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi HEV	226	119	8.7	40.9	158-166
1.6 T-GDi PHEV	261	119	8.4	176.6	38
2.2 CRDI	187	127	8.9	325	43

EV9 5dr SUV £65,025-£76,025 ★★★★½
Kia steps it up again with a suave seven-seater - beating big-name rivals to the punch. **LxWxH** 5010x1980x1750 **Kerb weight** 2500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Air 99.8kWh	198	115	9.4	na	0
GT-Line 99.8kWh	378	na	8.7	na	0

LAMBORGHINI

Huracán 2dr coupé/open £170,838-£273,177 ★★★★½
Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4420x1933x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 Evo RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338
5.2 V10 STO	631	202	3.0	20.3	331

Revuelto 2dr coupé £449,392 ★★★★☆
Aventador replacement is a 1001bhp V12 hybrid - and Lambo's cleverest car yet. **LxWxH** 4947x2033x1165 **Kerb weight** 1772kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.5 V12	1001	218	2.5	na	na

Urus 5dr SUV £185,511-£206,972 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	631	190	3.3-3.5	22.2	325

LAND ROVER

Defender 90 5dr SUV £57,540-£114,345 ★★★★½
Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	119	6.0	25.6	256
5.0 P525	518	119	5.2	19.3-19.5	327-330
3.0 D250	246	117	8.0	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

Defender 110 5dr SUV £66,685-£117,120 ★★★★½
Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	119	6.1	24.6-24.7	260-261
2.0 P400e	398	119	5.6	85.6	77
5.0 P525	518	119	5.2	19.1	334
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.0	32.2	230

Defender 130 5dr SUV £73,850-£116,845 ★★★★☆
Stretched version of cult off-roader packs greater practicality and retains polish. **LxWxH** 5358x2008x1970 **Kerb weight** 2589kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P300	295	119	8.0	24.8	258
3.0 P400	394	119	6.6	24.5	261
3.0 D300	296	119	7.5	32.1	232

Range Rover Evoque 5dr SUV £46,270-£60,440 ★★★½☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1904x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P200	198	134	8.6	31.7	201
2.0 P250	248	143	7.6	31.6	201
2.0 P300	298	150	6.4	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D165	163	120	9.8-10.1	43.4-45.9	160-171
2.0 D200	201	120	8.5	43.8	169

Range Rover Velar 5dr SUV £55,705-£80,230 ★★★★☆
The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	248	135	7.5	27.8-29.2	217-229
3.0 P400	394	155	5.5	27.3-28.0	227-230
2.0 P400e	398	149	5.4	na	na
2.0 D200	201	130	8.2	41.6	168-178
3.0 D300 MHEV	296	143	6.5	36.1-37.2	199-205

Range Rover Sport 5dr SUV £83,620-£171,160 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4946x2209x1820 **Kerb weight** 2315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	140	6.2	27.4	234
3.0 P440e	438	140	5.8	na	na
5.0 V8 P575 SVR	572	176	4.5	19.6	331
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	29.8	249

Range Rover 5dr SUV £107,320-£191,860 ★★★★½
Seminal luxury SUV's new generation covers even more bases than before. **LxWxH** 5052x2047x1870 **Kerb weight** 2379kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	150	5.8-6.1	28.5-29.3	218-225
3.0 P440e	438	140	6.0	321.9	20-21
3.0 P510e	508	150	5.5	318.4	20-21
4.4 P530 V8	527	155	4.6-4.8	24.0-24.2	264-267
3.0 D300	289	135	6.9	35.8-36.7	204-207
3.0 D350	348	145	6.1-6.3	35.1-36.5	203-211

Discovery Sport 5dr SUV £44,790-£57,850 ★★★★☆
Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	247	140	7.8	30.1	211
2.0 P290	288	144	7.4	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.2	41.5	179
2.0 D200	201	117	8.6	41.5	179

Discovery 5dr SUV £60,540-£77,765 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 P360	355	130	6.5	26.0-26.4	241-245
3.0 D250	246	120	8.1	33.4-33.7	220-222
3.0 D300	296	130	6.8	33.2-33.5	221-223

LEXUS

LBX 4dr SUV £29,995-£40,545 ★★★½
Hybrid crossover is Lexus's cheapest car and uses the Toyota Yaris Cross platform. **LxWxH** 4190x1825x1550 **Kerb weight** 1280-1350kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5	134	106	9.2	61.4-62.7	102-108

ES 4dr saloon £47,115-£56,365 ★★★½
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 VVT-i ES 300h	218	112	8.9	53.2	119

LS 4dr saloon £101,720-£120,575 ★★★
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.5 V6 VVT-i LS 500h	348	155	5.4	30.7-36.6	175-208

RC F 2dr coupé £76,560-£93,810 ★★★
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
5.0 V8	470	168	4.5	23.9	268

LC 2dr coupé/open £98,960-£116,000 ★★★★
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
5.0 V8 LC 500	457	168	4.7	24.3	262
3.5 V6 LC 500h	354	155	5.0	34.8	184

UX 5dr SUV £34,770-£47,495 ★★★½
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 UX 250h	180	110	8.5	53.2	120-136
72.8kWh UX 300e	201	100	7.5	195	0

NX 5dr SUV £44,430-£65,295 ★★★★
PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 NX 450h+ PHEV	306	124	6.3	256-313	20-26

RX 5dr SUV £62,615-£81,600 ★★★½
Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 RX 350h	246	124	7.9	44.8	143
2.5 RX 450h+	308	112	6.5	na	na
2.4 RX 500h	365	130	6.2	35.3	182

RZ 5dr SUV £64,500-£74,000 ★★★½
Brand's entry into the premium electric SUV club is a well-executed posh Toyota bZ4X. **LxWxH** 4805x1895x1635 **Kerb weight** 2055kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
450e	309	99	5.6	245	0

LM 5dr SUV £89,995-£112,995 ★★★★
Lexus re-enters the full-blown luxury sphere with an unconventional BMW i7 rival. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 350h	246	118	9.1	39.2	163

LOTUS

Emira 2dr coupé £89,755 ★★★½
A superb sports carthat's also much more habitable than any previous Lotus. **LxWxH** 4413x1895x1226 **Kerb weight** 1405kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.5 V6 400	395	180	4.3	na	na

Eletre 5dr SUV £90,805-£121,305 ★★★★
Urus-sized, tech-rich, high-performance SUV marks firm's shift to high-tech EV maker. **LxWxH** 5103x2019x1636 **Kerb weight** 2520kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
112kWh	603	160	4.5	373	0
112kWh R	905	165	2.9	304	0

MASERATI

Ghibli 4dr saloon £75,945-£159,625 ★★★½
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25.0	254
3.8 V8	572	203	4.3	23.0	279
3.8 V8 Ultima	572	207	3.9	22.2	286

Quattroporte 4dr saloon £113,970-£142,745 ★★½
Now a full-sized executive limo, with some added flair. Off the pace in most key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 V6 S	424	179	5.0	24.8	257
3.8 V8	572	203	4.5	23.2	277

Grecale 5dr SUV £63,970-£102,480 ★★★½
For all its promise and character, it needs work if it's to trouble the Porsche Macan. **LxWxH** 4846x1948x1660 **Kerb weight** 2027kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
48V MHEV 300 Auto	296	149	5.6	32.5	198
48V MHEV 330 Auto	325	149	5.3	32.1	199
V6 Trofeo Auto	523	177	3.8	25.2	254
97kWh Folgore	550	137	4.1	311	0

Levante 5dr SUV £92,280-£169,625 ★★★
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5005x1981x1693 **Kerb weight** 2109kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 V6	339	156	6.0	22.6	283
3.0 V6 S	424	164	5.2	22.4	286
3.8 V8 Trofeo	572	186	4.1	17.8	359

Granturismo 5dr coupé £133,000-£163,470 ★★★★
Rejuvenated luxury coupé packs plenty of Latin style, charm and personality. **LxWxH** 4959x1957x1353 **Kerb weight** 1795kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 V6 Modena	483	188	3.9	na	230
3.0 V6 Trofeo	542	199	3.5	na	230

MC20 2dr coupé/open £207,125-£232,125 ★★★★½
A triumphant return to the supercar ranks: fast and thrilling, yet approachable. **LxWxH** 4669x1965x1224 **Kerb weight** 1475kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 V6	621	203	2.9	24.6	262

MAXUS

Mifa 9 5dr MPV £65,141-£77,537 ★★½
Seven-seat electric people carrier is cheaper than rivals - but in many ways feels it. **LxWxH** 5270x2000x1840 **Kerb weight** 2535kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
90kWh	241	112	9.9	267	0

MAZDA

2 5dr hatch £18,615-£23,835 ★★★★
Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4070x1695x1515 **Kerb weight** 1141kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 Skyactiv-G 75	74	106	11.3	49.6	121
1.5 e-Skyactiv-G	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

2 Hybrid 5dr hatch £24,130-£29,230 ★★★½
Efficient and economical in isolation, but it's not really a Mazda 2. **LxWxH** 3940x1745x1500 **Kerb weight** 1125kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 Hybrid	114	109	9.7	74.3	87

3 5dr hatch/saloon £23,945-£31,645 ★★★★½
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

CX-30 5dr SUV £25,350-£35,750 ★★★★
Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3-8.8	50.4	127

MX-30 5dr SUV £31,250-£39,050 ★★★★
Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
35.5kWh	143	87	9.7	124	0
17.8kWh R-EV	167	87	9.1	283	21

6 Tourer 5dr estate £27,340-£35,080 ★★★★
Passat estate rival gets rakish styling and lightweight, low-emissions tech. **LxWxH** 4805x1840x1475 **Kerb weight** 1530kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 e-Skyactiv-G	143	128	10.0	38.0-42.0	134
2.0 e-Skyactiv-G	161	133	9.4	38.0-42.0	127
2.5 e-Skyactiv-G	190	139	8.1	40.4-42.2	172

CX-5 5dr SUV £31,045-£40,735 ★★★★
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1598kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 184	181	129	9.3	42.8	175

CX-60 5dr SUV £45,420-£53,055 ★★★★
Feels upmarket inside and combines tidy handling with easy pace. **LxWxH** 4745x1890x1675 **Kerb weight** 1995kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 PHEV 4WD Auto	323	124	5.8	188.3	33
3.3d	250	136	7.4	54.3	137

MX-5 2dr open £28,000-£34,800 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

MX-5 RF 2dr open £29,900-£37,000 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	142
2.0 Skyactiv-G 184	181	124-126	7.9	37.7-40.4	155

McLAREN

Artura 2dr coupé/open £190,715 ★★★★½
A technical marvel that wears its hybrid tech lightly. **LxWxH** 4539x1976x1193 **Kerb weight** 1498kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 V6 PHEV	671	205	3.0	61.5	104

GTS 2dr coupé £181,920 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
4.0 V8	612	203	3.2	23.7	270

750S 2dr coupé/open £247,420-£271,820 ★★★★½
Swooping GT offers sensational performance and picks up where the 720S left off. **LxWxH** 4569x2050x1196 **Kerb weight** 1389kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
4.0 V8	740	206	2.8	23.2	276

765LT 2dr coupé/open £282,420-£313,160 ★★★★½
Longtail treatment to 720S combines sharp handling poise with startling pace. **LxWxH** 4600x2054x1159 **Kerb weight** 1339kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
4.0 V8	755	205	2.8	23.7	270

MERCEDES-BENZ

A-Class 5dr hatch £31,905-£63,285 ★★★★
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1796x1440 **Kerb weight** 1445kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.3 A180	134	134	8.9	47.9	134-138
1.3 A200	161	140	8.1	47.9	135-145
2.0 A250e	215	146	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	184-193
2.0 AMG A45 S 4Matic+	415	168	3.9	33.6	204-207
2.0 A200d	148	137	8.1	58.9	129-139

A-Class Saloon 4dr saloon £32,500-£51,420 ★★★½
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.3 A180	134	134	8.9	42.8-48.7	133-137
1.3 A200	161	143	8.1	48.7	133-137
2.0 A250e	215	149	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.8	32.9-36.7	177-187
2.0 A200d	148	141	8.2	58.9	127-131

CLA 4dr saloon £34,535-£68,175 ★★★★
It may use A-Class underpinnings, but it's engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.3 CLA 180	133	134	9.0	47.9	138-140
1.3 CLA 200	161	142	8.2	42.8-47.9	138-140
1.3 CLA 250e	215	149	6.8	282.5	23
2.0 AMG CLA 35 4Matic	302	155	4.9	34.9-37.2	177-187
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	33.2	200-202
2.0 CLA 220d	185	152	7.1	53.3-57.7	132

CLA Shooting Brake 5dr estate £35,535-£69,175 ★★★½
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.3 CLA 180	133	130	9.2	35.8-40.9	140-141
1.3 CLA 200	161	140	8.4	35.3-40.9	141-142
1.3 CLA 250e	215	146	6.9	256.8	24
2.0 AMG CLA 35 4Matic	302	155	4.9	36.2	183-191
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	32.8	203-205
2.0 CLA 220d	185	147	7.2	43.5-48.7	135-136

B-Class 5dr hatch £35,125-£43,785 ★★★★
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4419x1796x1562 **Kerb weight** 1395kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.3 B180	134	132	9.0	45.6	140-142
1.3 B200	159	139	8.2	46.3	140-142
1.3 B250e	215	146	6.8	235.4	27
1.5 B180d	114	124	9.8	61.4	137-138
2.0 B200d	148	136	8.3	57.7	134-144
2.0 B220d	187	145	7.2	56.5	136-137

C-Class 4dr saloon £45,165-£103,155 ★★★½
Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x1820x1437 **Kerb weight** 1650kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 C300	278	155	6.0	42.2	152-159
2.0 C300e	331	152	6.1	256.8	14-24
2.0 C220d	218	152	7.3	61.4	120-127
2.0 C300d	283	155	5.7	55.4	133-139
AMG C43	402	155	4.6	31.4	203
AMG C63 4Matic+	672	174	3.4	na	na

C-Class Estate 5dr estate £46,725-£99,715 ★★★½
Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4751x1820x1494 **Kerb weight** 1710kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 C200	221	149	7.5	38.1-43.4	149-168
2.0 C300	278	155	6.0	41.0	157
2.0 C300e	331	151	6.2	403.6	15
2.0 C220d	218	151	7.4	57.7	129
2.0 C300d	283	155	5.8	54.4	136
AMG C43	402	155	4.7	31	206
AMG C63 4Matic+	672	174	3.4	na	na

CLE Coupé 2dr coupé £46,605-£78,740 ★★★★
Mid-sized coupé puts richness and refinement ahead of dynamic cutting edge. **LxWxH** 4870x1861x1423 **Kerb weight** 1790kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 CLE 200	201	149	7.4	43.5-44.1	145-148
2.0 CLE 300	255	155	6.2	39.2	162
3.0 CLE 450	379	155	4.4	36.7	176
2.0 CLE 220d	195	148	7.5	60.1	125

CLE Cabriolet 2dr open £52,995-£76,765
We've yet to test soft-top version of the replacement for the old C-Class and E-Class. **LxWxH** 4870x1861x1424 **Kerb weight** 1925kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 CLE 200	201	147	7.9	43.5-44.1	145-148
2.0 CLE 300	255	155	6.6	36.2	162
3.0 CLE 450	379	155	4.7	36.7	176
2.0 CLE 220d	195	145	7.9	60.1	125

E-Class 4dr saloon £55,290-£86,325 ★★★★
A little pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4949x1880x1468 **Kerb weight** 1680kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 E200	194	149	7.4	38.2	165-166
2.0 E300e	315	155	5.8	188.3	41
3.0 AMG E53 4Matic+	429	155	4.5	30.4	212-215
2.0 E220d	191	146	7.4	53.3	139-157

E-Class Estate 5dr estate £57,930-£71,035 ★★★★
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4949x1880x1469 **Kerb weight** 1780kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 E200	197	144	7.7	31.0-35.3	173-174
3.0 V6 AMG E53 4Matic+	429	155	4.6	29.7	216-219
2.0 E220d	191	142	7.8	50.4	148-161
2.0 E300d	242	155	6.6	40.4-46.3	156-159
2.0 E300de	302	146	6.0	188.3	41
2.9 E400d 4Matic	325	155	5.3	40.9	181-192

S-Class 4dr saloon £93,920-£220,410 ★★★★½
Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 S500	440	155	4.9	29.7-35.3	181-201
3.0 S580e	510	155	5.2	353.1	19
3.0 S580 Maybach	503	144	4.8	26.2	253-265
AMG S63	603	180	3.3	na	na
6.0 V12 S680 Maybach	603	155	4.5	19.8	325
2.9 S350d	286	155	6.4	39.8-42.8	173-190
2.9 S450d	362	155	5.0	38.2-38.7	192-196

EQS 5dr saloon £105,610-£170,855 ★★★★½
Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
108kW 450+ 4Matic	325	130	6.2	412-453	0
AMG EQS 53 4Matic+	649	155	3.8	377	0

AMG GT 4-Door Coupé 4dr saloon £156,415-£179,325 ★★★★½
Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
4.0 V8 GT63 S 4Matic+	630	196	3.2	21.4-22.1	294-298

GLA 5dr SUV £37,625-£71,150 ★★★★
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.6 GLA 200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA 250e	135	137	7.1	201.8	31
2.0 AMG GLA 35 4Matic	302	155	5.2	32.5	186-198
2.0 AMG GLA 45 S 4Matic+	415	155	4.3	28.8	215-224
2.0 GLA 200d	150	127	8.6-8.9	52.3	121
2.0 GLA 220d	188	136	7.3	49.6	141-149

EQA 5dr SUV £49,750-£60,510 ★★★
A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
67kWh 250+	188	99	8.5	255-264	0
67kWh 300 4Matic	228	99	7.7	260-268	0
67kWh 350 4Matic	292	99	6.0	268	0

GLB 5dr SUV £38,745-£57,390 ★★★½
Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1660 **Kerb weight** 1555kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-158

EQB 5dr SUV £52,800-£62,810 ★★★½
Part-time third row still a rarity in premium electric cars. Otherwise unremarkable. **LxWxH** 4463x1834x1624 **Kerb weight** 2030kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
67kWh 250+	188	99	8.5	255-264	0
67kWh 300	228	99	7.7	257	0
67kWh 350	292	99	6.0	257	0

GLC 5dr SUV £54,850-£108,995 ★★★½
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4655x1890x1639 **Kerb weight** 1735kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
2.0 GLC 300e 4Matic	320	143	5.7	122.8	53
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300de 4Matic	302	143	6.2	148.7	50

GLC Coupé 5dr SUV £59,355-£111,145 ★★½
A coupé-shaped SUV destined to be outrun by the X4 - unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
2.0 GLC 300e 4Matic	320	143	5.7	104.6	52-54
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300de 4Matic	302	143	6.2	134.5	55

EQC 5dr SUV £64,950-£81,225 ★★★★
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
80kWh 400 4Matic	408	112	5.1	244-255	0

GLE 5dr SUV £77,985-£143,660 ★★★★½
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4924x1947x1772 **Kerb weight** 2165kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 450d 4Matic	362	155	5.6	35.8	207-216
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	na	281

GLE Coupé 5dr SUV £92,810-£144,860 ★★★★½
May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 AMG GLE 53 4Matic	432	155	5.3	25.7	244
4.0 AMG GLE 63 S 4Matic	603	174	3.8	na	280
2.0 GLE 400e 4Matic	376	130	6.1	na	245
2.9 GLE 450d 4Matic	362	155	5.6	34.9	212

EQE 5dr saloon £68,810-£114,995 ★★★½
Mini-me EQS makes sci-fi electric luxury that little bit more accessible. **LxWxH** 4946x1961x1510 **Kerb weight** 2480kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
89kWh 300	242	130	7.3	356-382	0
89kWh 350	290	130	6.4	356-378	0
91kWh E53 4Matic+	621	130	3.5	290	0

EQE SUV 5dr SUV £90,560-£133,860 ★★★★
Stuttgart's latest luxury electric SUV is its best yet, but remains a very expensive buy. **LxWxH** 4863x2141x1685 **Kerb weight** 2580kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
89kWh 300 4Matic	288	130	6.6	302-334	0
89kWh 500 4Matic	402	130	4.9	303-324	0

GLS 5dr SUV £110,070-£181,755 ★★★½
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5213x2030x1782 **Kerb weight** 2415kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 GLS 450d 4Matic	362	155	6.1	na	231-233
3.0 GLS 450	376	155	6.1	na	254-258
4.0 GLS 600 Maybach	549	155	4.9	21.4	304
4.0 AMG GLS63	625	174	4.2	23.7	273

G-Class 5dr SUV £131,335-£193,305 ★★★★
Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 400d 4Matic	325	130	6.4	25.7	281-282
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	373

EQS SUV 5dr SUV £129,170-£153,495 ★★★★
Hardware of talented EQS saloon creates a satisfying, smooth and practical SUV. **LxWxH** 5125x1959x1718 **Kerb weight** 2730kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
108kW 450	355	130	6.0	315	0
108kW 580	na	130	4.6	364	0

SL 2dr open £108,165-£179,465 ★★★★½
Stuttgart's icon makes the change to AMG to become the best SL in decades. **LxWxH** 4705x1915x1359 **Kerb weight** 1895kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 AMG SL 43	375	171	4.9	na	206-212
4.0 AMG SL 55	469	183	3.9	na	299
4.0 AMG SL 63	576	196	3.6	na	299

V-Class 5dr MPV £71,605-£84,995 ★★★½
Economical engines and eight seats, but a hefty premium compared with rivals. **LxWxH** 5140x1928x1901 **Kerb weight** 2105kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 220d	161	121	11.8	45.6	163
2.0 300d	233	137	7.9	37.2	206

EQV 5dr MPV £87,995-£96,070 ★★★½
EV power makes for an adept luxury MPV - so long as a 200-mile range works for you. **LxWxH** 5140x1928x1901 **Kerb weight** 2635kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
90kWh 300	201	98	12.1	213	0

MG

3 5dr hatch £14,320-£16,020 ★★★★
Neatly tuned and nice sporty styling. Breaks the mould for budget supermini. **LxWxH** 4055x1729x1509 **Kerb weight** 1298kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 VTi-Tech	104	108	10.9	42.3	152

4 EV 5dr hatch £26,995-£36,495 ★★★★
Electric family car is good value, useful and fun to drive to boot. **LxWxH** 4287x1836x1504 **Kerb weight** 1685kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
51kWh	168	100	7.7	218	0
64kWh	200	100	7.9	281	0

5 SW EV 5dr estate £30,995-£33,495 ★★★½
Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1818x1513 **Kerb weight** 1532kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
61kWh	154	115	7.7	250	0

ZS 5dr SUV £18,320-£35,495 ★★★
Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 VTi-Tech	104	109	10.9	41.5	155
1.0T GDi	109	112	12.4	38.6	166

ZS EV 5dr SUV £30,495-£35,495 ★★★
Rivals may be better to drive and more rangey, but the MG has them beat on price. **LxWxH** 4323x1809x1620 **Kerb weight** 1620kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
51kWh EV	143	87	8.5	163	0
73kWh EV	156	108	8.4	273	0

HS 5dr SUV £23,995-£33,595 ★★★
Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

Model	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 T-GDi	162	118	9.9	36.2-37.2	168
1.5 T-GDi PHEV	254	118	7.1	155.8	43

Cyberster 2dr open £54,995-£59,995
Deliveries of MG's EV-powered halo drop-top are set to begin in August. **LxWxH** 4574x1876x1664 **Kerb weight** 1850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77kWh Trophy	335	na	5.0	316	0
77kWh GT	496	na	3.2	276	0

MINI

3dr Hatch 3dr hatch £23,135-£31,035
We have yet to test this latest edition of Britain's iconic hatchback. **LxWxH** 3876x1744x1432 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5	153	140	7.7	47.9	133
2.0	201	150	6.6	45.6	140

Cooper Electric 3dr hatch £30,000-£38,000 ★★★★☆
Mini's fourth-gen supermini icon reaches for better looks, range and the latest tech. **LxWxH** 3858x1756x1460 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
41kWh	180	99	7.3	184	0
54kWh	215	106	6.7	242	0

Countryman 5dr hatch £29,335-£41,520 ★★★★☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4444x2063x1661 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	136	124	8.3	44.8	143
2.0 Cooper S	192	140	7.1	42.2-42.8	151-152
2.0 John Cooper Works All4	302	155	5.1	37.2	174

Countryman E/SE 5dr hatch £42,080-£50,880 ★★★★☆
Interior and sense of fun help to overcome average performance and range. **LxWxH** 4444x2063x1661 **Kerb weight** 2000kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
66kWh	201	105	8.6	274	0
66kWh All4	309	111	5.6	269	0

MORGAN

Super 3 2dr open £41,995 ★★★★½
Puts a smile on your face with an experience that takes you away from the everyday. **LxWxH** 3581x1850x1132 **Kerb weight** 635kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5	118	130	7.0	49.2	131

Plus Four 2dr open £63,695 ★★★½☆
Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	255	149	5.1	38.8	165

Plus Six 2dr open £83,090 ★★★★☆
Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Leaf 5dr hatch £28,495-£31,955 ★★★★☆
Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4490x1788x1530 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
39kWh	147	90	7.9	168	0

Juke 5dr hatch £20,985-£31,110 ★★★½☆
Second-generation crossover is impressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 DiG-T 114	114	112	10.7	47.9	134-139
1.6 Hybrid	139	103	10.1	58.2	112-113

Qashqai 5dr SUV £27,120-£42,050 ★★★★☆
Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 140	138	122	10.2	44.3	143-144
1.3 DiG-T 158	156	123	9.9	41.5-44.4	145
1.5 E-power	187	105	7..9	54.3	117-119

Ariya 5dr SUV £39,645-£59,025 ★★★½☆
Nissan's second electric car arrives with a slick powertrain but an unsettled ride. **LxWxH** 4595x1850x1660 **Kerb weight** 2093kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
63kWh	220	100	7.5	223-247	0
87kWh	245	100	7.6	310-328	0
87kWh e-4orce	310	124	5.7	285	0

X-Trail 5dr SUV £32,890-£47,980 ★★★★☆
Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1830x1725 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 MHEV	159	124	9.6	37.7-39.8	161-169
1.5 E-power	200	105	8.0	46.3-48.7	132-141
1.5 E-power 213	210	111	7.0	42.8-54.3	143-150

NOBLE

M600 2dr coupé £248,000-£287,600 ★★★★½
Deliciously fast, natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8	662	225	3.0	16.8	333

OMODA

5 5dr SUV £25,200-£27,000
Chinese brand's first UK car rivals Nissan Ariya and Toyota bZ4X. **LxWxH** 4400x1830x1588 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi	185	128	7.8	37.7	170

5 (EV) 5dr SUV £34,395-£35,595
Reasonable range, good value and decent dynamics make this a real threat to MG. **LxWxH** 4400x1830x1588 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
61kWh	201	107	7.6	257	0

PEUGEOT

208 3dr/5dr hatch £20,400-£36,250 ★★★½☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 4055x1745x1430 **Kerb weight** 1033kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 75	72	106	14.9	58.9	124
1.2 PureTech 100	98	117	9.9	53.0	124-126
1.2 PureTech 130	128	129	8.7	51.9	128
50kWh e-208 51kWh e-208	136	93	8.1	217	0
51kWh e-208	153	93	8.2	232	0

308 5dr hatch £28,050-£42,170 ★★★★☆
Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.7	52.1	122
1.6 Hybrid	180	140	7.6	213-281	23-30
1.6 Hybrid 225	225	146	8.0	213-266	24-30
1.5 BlueHDi 130	129	129	10.6	65.4	113-124
54kWh e-308	153	105	9.8	250	0

308 SW 5dr estate £29,250-£43,450 ★★★★☆
Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.9	52.1	122
1.6 Hybrid	180	139	7.7	213-281	25-30
1.6 Hybrid 225	225	146	7.6	213-266	26-30
1.5 BlueHDi 130	129	129	10.6	65.4	113-124
54kWh e-308	153	105	9.8	250	0

408 5dr hatch £31,775-£44,720 ★★★★☆
Comfortable, spacious, stylish companion targets fleet buyers and hits the bullseye. **LxWxH** 4687x1859x1478 **Kerb weight** 1467kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	na	na	137
1.6 Hybrid	180	140	na	na	154
1.6 Hybrid 225	222	145	7.8	211.3-269.5	28

508 4dr saloon £34,170-£53,975 ★★★½☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.1	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	126	10.0	62.0	124

508 SW 5dr estate £35,370-£55,175 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.3	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	129	10.1	62.0	127

2008 5dr SUV £24,170-£40,700 ★★★★☆
Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 100	98	115	10.9	52.0	125-127
1.2 PureTech 130	128	122	8.9	50.6	132
50kWh e-2008	136	93	8.5	191-206	0

3008 5dr SUV £34,650-£49,650 ★★★☆☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x1841x1620 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Hybrid	167	105	10.5	52.5	146-149
73kWh e-3008	210	105	8.7	326	0

5008 5dr SUV £36,795-£42,835 ★★★½☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.4-10.9	46.0	150-153
1.6 PureTech 180	178	135	8.3	39.6	168-170
1.5 BlueHDi 130	129	119	10.7	57.3	139-142

PININFARINA

Battista 2dr coupé £2,000,000 ★★★★☆
Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. **LxWxH** na **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1417kW 120kWh	1900	217	2.0	311	0

POLESTAR

2 5dr hatch £44,950-£52,950 ★★★★☆
High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
69kWh Standard Range	221	99	6.4	273	0
82kWh Long Range	228	99	6.1	317	0
82kWh Long Range AWD	402	127	4.6	298	0

3 5dr SUV £79,900-£85,500
Firm's first SUV is a blank-sheet design tasked with beating BMW's iX at its own game. **LxWxH** 4900x1968x1627 **Kerb weight** 2584kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
111kWh Long Range	482	130	5.0	379	0
111kWh Long Range AWD	510	130	4.7	347	0

4 5dr SUV £59,990-£66,990
Segment-straddling Macan rival looks to meld sporting appeal with practicality. **LxWxH** 4839x2008x1544 **Kerb weight** 2232kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
100kWh Long Range	268	124	7.1	372	0
100kWh Long Range AWD	536	124	3.8	347	0

PORSCHE

718 Boxster 2dr open £55,420-£125,660 ★★★★½
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 T	296	170	4.7-5.3	32.5	199
2.5 S	339	177	4.4-4.6	29.1	229
4.0 GTS	396	182	4.5	25.9	247
4.0 Spyder	414	189	4.4	25.4	251

718 Cayman 2dr coupé £53,420-£125,660 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 T	296	170	4.9-5.3	35.5	198
2.5 S	339	177	4.4-4.6	29.1	228
4.0 GTS	396	182	4.5	25.9	247
4.0 GT4	414	188	4.4	25.7	251
4.0 GT4 RS	493	196	3.4	21.4	299

911 2dr coupé £99,275-£195,260 ★★★★½
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	182	4.0	27.4	233
3.0 Carrera 4	380	180	4.0	26.9	238
3.0 Carrera S	444	191	3.7	27.4	234
3.0 Carrera 4S	444	190	3.4	26.9	239
3.0 Carrera GTS	473	193	3.4	24.8-26.4	244-258
3.0 Carrera 4 GTS	473	193	3.3	24.8-26.6	240-259
3.0 Targa 4	380	179	4.4	26.9	239
3.0 Targa 4S	444	189	3.8	26.4	244
3.0 Targa 4 GTS	473	193	3.4	24.8-27.1	236-258
4.0 GT3	503	199	3.4	21.7-21.9	283-304
3.7 Turbo	572	199	2.8	23.5	271
3.7 Turbo S	641	205	2.7	23.5	271
Sport Classic	542	205	4.1	22.4	285

911 Cabriolet 2dr open £109,275-£193,260 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	180	4.4	27.2	236
3.0 Carrera 4	380	180	4.4	26.9	238
3.0 Carrera S	444	190	4.4	27.4	233
3.0 Carrera 4S	444	188	3.6	26.6	241
3.0 Carrera GTS	473	192	3.6	26.9	239
3.0 Carrera 4 GTS	473	191	3.5	25.0	244
3.7 Turbo	572	199	2.9	23.3	275
3.7 Turbo S	641	205	2.8	23.3	275

Panamera 4dr saloon £75,175-£145,975 ★★★★☆
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6	325	168	5.6	27.7	232
2.9 V6 4	325	167	5.3	27.2	235
2.9 V6 4S	434	183	4.3	27.4	234
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	185	3.7	78.5-85.6	60
4.0 V8 GTS	473	186	3.9	23.3	275
4.0 V8 Turbo S	621	196	3.1	22.1	289
4.0 V8 Turbo S E-Hybrid	690	196	3.2	97.4-104.6	62-66

Panamera Sport Turismo 5dr estate £80,375-£149,175 ★★★★½
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6 4	325	163	5.3	26.4	242
2.9 V6 4S	434	180	4.3	26.4	242
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	182	3.7	78.5-85.6	60
4.0 V8 GTS	473	181	3.9	22.8	280
4.0 V8 Turbo S	621	196	3.1	21.7	295
4.0 V8 Turbo S E-Hybrid	690	196	3.2	94.2-97.4	65-69

Taycan 4dr saloon £79,255-£148,355 ★★★★½
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	220-268	0
79kWh 4S	527	155	4.0	252	0
93kWh	472	143	5.4	253-301	0
93kWh 4S	563	155	4.0	287	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

Taycan Sport Turismo 5dr estate £80,255-£149,355 ★★★★½
Less rugged than the Cross Turismo, but no less capable. **LxWxH** 4963x2144x1390 **Kerb weight** 2250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
79kWh	405	143	5.4	222-269	0
79kWh 4S	527	155	4.0	222-274	0
93kWh	472	143	5.4	259-306	0
93kWh 4S	563	155	4.0	259-306	0
93kWh GTS	590	155	3.7	263-304	0
93kWh Turbo	670	155	3.2	263-305	0
93kWh Turbo S	751	155	2.8	267-285	0

Taycan Cross Turismo 5dr estate £84,555-£143,455 ★★★★½
Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
93kWh 4	472	137	5.1	242-283	0
93kWh 4S	563	149	4.1	241-281	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	155	3.3	245-281	0
93kWh Turbo S	751	155	2.9	241-260	0

Macan 5dr SUV £55,675-£73,975 ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	263	144	6.4	26.4	228
2.0 T	263	144	6.4	26.4	224-239
3.0 V6 S	377	161	4.8	25.4	251
3.0 GTS	438	169	4.5	25.0	255

Macan Electric 5dr SUV £69,800-£95,000 ★★★★½
Porsche's first electric SUV is immensely rounded and fast. We would just get the 4. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
100kWh 4	402	137	5.2	381	0
100kWh Turbo	630	161	3.3	367	0

Cayenne 5dr SUV £72,675-£130,255 ★★★★½
Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	152	6.2	22.6-24.6	259-283
3.0 V6 E-Hybrid	456	157	5.0	76.3-91.1	71-83
2.9 V6 S	340	152	6.2	21.9-23.9	268-292
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	86-92

Cayenne Coupé 5dr SUV £75,575-£132,655 ★★★★☆
Little different to drive from the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	335	150	6.0	22.6-24.4	263-283
3.0 V6 E-Hybrid	456	157	5.1	76.3-88.3	73-85
2.9 V6 S	428	163	5.0	21.9-23.5	271-292
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	87-92

RADICAL

RXC GT 2dr open £145,000 ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 400	400	179	2.8	na	na
3.5 V6 650	650	180	2.7	na	na

RENAULT

Clio 5dr hatch £17,795-£24,095 ★★★★½
Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	88	112	12.2	54.4	117
1.6 E-Tech Hybrid	138	112	9.3	65.7	96

Zoe 5dr hatch £29,995-£31,995 ★★★★☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50kWh R135	132	87	9.5	232	0

Captur 5dr SUV £21,495-£34,195 ★★★½☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	89	104	14	47.9	133-134
1.6 E-Tech Hybrid	140	106	10.6	56.5	113-114
1.6 E-Tech PHEV	156	107	10.1	217.3	30-33

Arkana 5dr SUV £26,995-£31,295 ★★★½☆
Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 TCe Mild Hybrid 140	136	127	9.8	48.7	132
1.6 E-Tech Hybrid 145	143	107	10.8	58.9	108

Mégane E-Tech Electric 5dr SUV £36,995-£41,995 ★★★½☆
More fun than most EVs while also efficient, comfortable and tech-savvy. **LxWxH** 4200x1860x1505 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
EV60 160kW 60kWh	215	99	7.5	280	0

Austral 5dr SUV £34,695-£39,195 ★★★½☆
SUV has a compelling drivetrain and a good interior but is let down by poor ride comfort. **LxWxH** 4510x1843x1621 **Kerb weight** 1517kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 TCe Mild Hybrid 140	136	127	9.8	48.7	130-132
1.6 E-Tech Hybrid 145	143	107	10.8	60.1	105-107
1.2 Mild Hybrid Esprit	197	109	8.4	57.7	110

Scenic E-Tech 5dr SUV £34,695-£39,195 ★★★★☆
MPV gets reinvented as an SUV that is easy to gel with, but it has lost versatility. **LxWxH** 4470x1864x1571 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
87kWh Long Range	215	106	7.9	388	0

RIMAC

Nevera 2dr coupé £2,000,000 ★★★★☆
Electric hypercar from Croatian specialist is sibling of fantastic Pininfarina Battista. **LxWxH** 4750x1986x1208 **Kerb weight** 2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1427kW 120kWh	1914	256	2.0	340	0

ROLLS-ROYCE

Wraith 2dr coupé £282,460-£324,460 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	624	155	4.6	18.5-18.6	347-348

Ghost 4dr saloon £280,660-£325,660 ★★★★½
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

Phantom 4dr saloon £378,820-£450,820 ★★★★★
Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.75 V12	563	155	5.1-5.2	18.6-18.8	341-344

Spectre 2dr coupé £332,055 ★★★★½
Rolls' first EV is a sleek, bold and expensive masterclass in isolating motoring. **LxWxH** 5475x1996x1573 **Kerb weight** 2965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
120kWh	576	155	4.5	323	0

Cullinan 4dr SUV £303,460-£347,260 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.75 V12	563	155	5.2	17.3-18.1	355-370

SEAT

Ibiza 5dr hatch £19,715-£23,815 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	113	10.9	52.3	124-125
1.0 TSI 110	109	121	10.3	51.4	123-124

Leon 5dr hatch £23,895-£37,880 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	122	10.8	51.4-52.3	123-126
1.5 TSI Evo 150	148	135	8.7	48.7	133
1.4 eHybrid	200	137	7.5	235.4	25

Leon Estate 5dr estate £25,330-£39,235 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 100	108	124	11.2	49.6-51.4	126-129
1.5 TSI Evo 150	148	135	9.0	47.9-48.7	132-133
1.4 eHybrid	200	137	7.5	235.4	25

Arona 5dr SUV £22,450-£28,445 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-53.3	121-134
1.5 TSI Evo 150	148	127	8.3	44.8-45.6	140-143

Ateca 5dr SUV £28,385-£35,730 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	112	11.3	44.1-46.3	139-146
1.5 TSI Evo 150	148	124	9.0	42.2-43.5	149-152

Tarraco 5dr SUV £33,415-£42,190 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	124	9.9	38.7-41.5	155-166
2.0 TDI 150	148	124	10.2	49.6-52.3	144-150

SKODA

Fabia 5dr hatch £19,720-£25,620 ★★★★½
Strong ergonomics and fine road manners - if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPI 80	78	111	15.6	55.4	116
1.0 TSI	93	121	10.7	55.4	115-116
1.0 TSI 110	109	127	9.9	57.6	113-127
1.5 TSI 150	148	137	7.9	51.5	124

Scala 5dr hatch £23,070-£29,095 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	94	118	10.9	53.3	119-120
1.0 TSI 110	108	123	10.1	51.4-53.3	120-124
1.5 TSI 150	148	137	8.1	50.4-51.4	125-128

Octavia 5dr hatch £25,965-£36,555 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	143	8.5	52.3-53.3	121-123
2.0 TSI vRS	242	155	6.8	40.9	157
2.0 TDI 116	114	131	10.2	68.9	109
2.0 TDI 150	148	143	8.7	64.2-67.3	109-115

Octavia Estate 5dr estate £26,945-£37,785 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	139	8.6	50.4-52.3	123-126
2.0 TSI vRS	242	155	6.8	40.4	159
2.0 TDI 116	114	128	10.3	67.3	111
2.0 TDI 150	148	139	8.6	62.8-65.7	112-118

Superb 5dr hatch £32,020-£45,005 ★★★★½
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 280 4x4	276	155	5.3	32.2-34.0	188-193
2.0 TDI 150	148	138	9.1	54.3-58.9	125-136
2.0 TDI 200	197	151	7.9	51.4-53.3	140-145
2.0 TDI 200 4x4	197	148	7.3	47.9	154

Superb Estate 5dr estate £35,190-£46,305 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	132	9.3	40.9-45.6	141-157
2.0 TSI 190	188	143	7.8	39.8-40.9	162-168
2.0 TSI 280 4x4	276	155	5.3	33.2-34.0	188-194
2.0 TDI 150	148	133	9.2	53.3-57.7	129-140
2.0 TDI 200	197	145	8.0	49.6-51.4	140-144
2.0 TDI 200 4x4	197	142	7.4	47.9	157

Kamiq 5dr SUV £22,780-£28,370 ★★★★☆

Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.2	49.6	129
1.0 TSI 115	112	120	10.3	47.1-49.6	130-136
1.5 TSI	148	132	11.2	46.3-47.9	133-139

Karoq 5dr SUV £28,365-£41,095 ★★★½☆

Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TSI 110	108	117	11.3	44.8-47.9	133-143
1.5 TSI	148	126	9.0	42.8-44.8	143-149
2.0 TSI 190 4x4	188	132	7.0	33.2	191
2.0 TDI 150	148	126	8.7	47.0-49.2	126
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

Enyaq 5dr SUV £38,970-£53,120 ★★★★½

Practical, rangy and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
62kWh 60	177	99	8.7	256	0
82kWh 80	201	99	8.5	331	0
82kWh 80x Sportline	263	99	6.9	303	0

Enyaq Coupé 5dr SUV £46,440-£54,820 ★★★½☆

More style-led EV is the first to wear Skoda's performance badge. **LxWxH** 4653x1882x1660 **Kerb weight** 2204kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
82kWh vRS	299	111	6.4	312	0

Kodiaq 5dr SUV £38,730-£49,335 ★★★★☆

Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI 150	148	123	9.3	37.2-39.2	164-172
2.0 TSI 190 4x4	188	132	7.8	32.1-32.5	196-200
2.0 vRS	242	144	6.6	32.5	198
2.0 TDI 150	148	123	9.8	46.3-47.9	154-161
2.0 TDI 150 4x4	148	120	9.6	44.8-47.9	155-165
2.0 TDI 200 4x4	197	131	7.8	41.5-42.5	175-178

SMART

#1 5dr SUV £35,950-£43,450 ★★★★☆

Well-executed and spacious hatchback drives nicely, but won't set the world on fire. **LxWxH** 4270x1822x1636 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
66kWh	268	112	6.7	253	0
66kWh Brabus	422	112	3.9	248	0

#3 5dr SUV £39,995-£45,450 ★★★☆☆

New-chapter Smart goes after style-conscious, value-savvy EV buyers. **LxWxH** 4400x1844x1556 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
66kWh	268	112	5.8	283	0
66kWh Brabus	422	112	3.7	258	0

SUBARU

Outback 5dr estate £36,990-£42,490 ★★★½☆

Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5i	172	130	10.2	33.0	193

Forester 5dr SUV £37,990-£40,990 ★★★☆☆

Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0i e-Boxer	148	117	11.8	34.7	185

Crosstrek 5dr SUV £34,290-£36,290 ★★★½☆

Rugged Impreza hatch has likeable capability and fewer on-road vices than before. **LxWxH** 4495x1800x1600 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0i e-Boxer	134	123	10.8	36.8	174

Solterra 5dr SUV £52,495-£55,495 ★★★☆☆

The classic Subaru traits are all carried over into the firm's first EV. **LxWxH** 4690x1860x1650 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
150kW 71.4kWh	215	99	6.9	289	0

SUZUKI

Ignis 5dr hatch £17,949-£19,949 ★★★★☆

Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 Dualjet 12V	83	103	12.7	52.3	110-112
1.2 Dualjet 12V Allgrip	83	103	12.8	48.6	121

Swift 5dr hatch £17,199-£24,270 ★★★★☆

Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 Dualjet 83 12V	82	112	13.1	59.7	106
1.2 Dualjet 83 12V Allgrip	82	106	13.8	52.3	121
1.4 Boosterjet 48V Sport	129	130	9.1	50.4	125

Swace 5dr estate £29,599-£31,399 ★★★½☆

Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.8 Hybrid	120	112	11.1	64.2	99

Vitara 5dr SUV £24,849-£30,399 ★★★½☆

Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.4 Boosterjet 48V	127	118	9.5	52.7	128
1.4 Boosterjet 48V Allgrip	127	118	10.2	45.2	140
1.5 Hybrid	113	111	12.7	na	119

SX4 S-Cross 5dr SUV £26,099-£32,649 ★★★½☆

Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.4 Boosterjet 48V	127	121	10.2	53.2	120
1.4 Boosterjet 48V Allgrip	127	118	10.2	46.3	139
1.5 Hybrid	113	111	12.7	na	119

Across 5dr SUV £49,529 ★★★★½

Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 PHEV	182	112	6.0	282.4	22

TESLA

Model S 5dr hatch £93,480-£113,480 ★★★★½

Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
AWD	670	155	3.1	405	0
Plaid	1020	200	2.0	396	0

Model 3 4dr saloon £39,990-£49,990 ★★★★☆

Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
RWD	320	140	5.3	267	0
Long Range	434	145	4.2	360	0
Performance	522	162	3.1	352	0

Model Y 5dr SUV £44,990-£59,990 ★★★★☆

A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
Long Range	434	133	5.0	315	0
Performance	563	155	3.5	303	0

Model X 5dr SUV £98,480-£124,780 ★★★★☆

A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
AWD	670	155	3.8	348	0
Plaid	1020	163	2.5	340	0

TOYOTA

Aygo X 5dr hatch £16,130-£19,050 ★★★½☆

City car returns from SUV boot camp ready for the ultimate series of speed bumps. **LxWxH** 3700x1740x1525 **Kerb weight** 1025kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 VVT-i	71	98	14.9	57.6	110

Yaris 5dr hatch £22,630-£28,925 ★★★★☆

Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 VVT-i Hybrid	114	109	9.7	65.7-68.9	92-98

GR Yaris 5dr hatch £32,205-£35,705 ★★★★★

Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.6 AWD	253	143	5.5	na	186

Corolla 5dr hatch £30,495-£35,975 ★★★★½

Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	122	111	9.2	57.6-62.8	102-112
2.0 VVT-i Hybrid	180	111	7.5	53.3-57.6	111-120

Corolla Touring Sports 5dr estate £31,830-£37,690 ★★★★☆

More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	122	111	9.2	56.5-62.8	103-113
2.0 VVT-i Hybrid	180	111	7.5	53.3-56.5	112-121

Prius 5dr hatch £24,890-£35,400 ★★★★☆

Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	112	10.6	58.9-67.3	94-109

Prius Plug-in Hybrid 5dr hatch £32,645-£34,745 ★★★★☆

Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.8 VVT-i Hybrid	120	101	11.1	188.3-217.3	29-35

Yaris Cross 5dr SUV £25,500-£34,875 ★★★½☆

A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 Hybrid	114	106	11.2	56.5-64.2	100-112
1.5 Hybrid AWD	114	106	11.8	55.4	115
1.5 Hybrid 130	128	na	10.7	na	116

C-HR 5dr SUV £31,290-£43,540 ★★★★☆

Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.8 Hybrid	119	105	11.0	57.7-58.9	109-110
2.0 Hybrid	181	112	8.2	53.3-54.3	119

bZ4X 5dr SUV £46,110-£54,410 ★★★½☆

Toyota's first EV is a solid all-round effort - just don't expect fireworks. **LxWxH** 4690x1860x1600 **Kerb weight** 2000kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
71.4kWh	201	99	7.5	na	0
71.4kWh	215	99	6.9	na	0

RAV4 5dr SUV £39,875-£48,990 ★★★★½

A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.5 Hybrid	194	112	8.4	50.4-51.3	126-131
2.5 Hybrid AWD	194	112	8.1	47.9-48.7	131-134
2.5 PHEV	302	112	6.0	na	na

Mirai 4dr saloon £53,995-£64,995 ★★★★☆

A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
Hydrogen FCV	174	109	9.0	69.4mpkg	0

GR Supra 2dr coupé £50,545-£58,580 ★★★★☆

Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0i	250	155	5.2	38.7	167
3.0i	335	155	4.3	34.5	188

VAUXHALL

Corsa 5dr hatch £19,625-£38,585 ★★★½☆

Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 75	72	108	12.4	53.3	125
1.2 100	97	121	9.3	48.7-52.3	126-134
50kWh Electric	132	93	7.6	209	0

Astra 5dr hatch £26,960-£43,260 ★★★½☆

Eye-catching, refined and polished to drive, but less practical than its predecessors. **LxWxH** 4374x1860x1441 **Kerb weight** 1341kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.6 Hybrid	178	140	9.3	201-256	24-26
1.6 Hybrid GSe	178	140	7.7	na	na
54kWh	153	106	9.2	258	0

Astra Sports Tourer 5dr estate £29,160-£45,460 ★★★½☆

More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. **LxWxH** 4642x1860x1480 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.8	52.3-53.3	125-127
1.2 Turbo 130	128	130	9.9	49.6-51.4	127-133
1.6 Hybrid	178	140	9.3	201-256	24-31
1.6 Hybrid GSe	178	140	7.7	na	na
54kWh	153	106	9.2	256	0

Crossland 5dr SUV £28,190-£30,330 ★★★☆☆

Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2i 83	81	105	14.0	47.1	142
1.2i Turbo 110	108	117	10.6	47.1	140
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146

Mokka 5dr SUV £24,660-£45,580 ★★★½☆

Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 100	99	115	10.6	51.4	124
1.2 130	128	125	9.1	47.1-50.4	126-137
50kWh Electric	134	93	8.7	201	0

Grandland 5dr SUV £29,620-£45,850 ★★★☆☆

Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1906x1609 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.4	45.6	141-147
1.6 Hybrid	223	140	8.9	192.0-210.0	34
1.5 Turbo D 130	128	119	12.3	54.3	136

Combo Life 5dr MPV £21,390-£36,695 ★★★½☆

Van-based people carrier is usable, spacious and practical, and now electric-only. **LxWxH** 4403x1841x1921 **Kerb weight** 1474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 Turbo D	na	114	10.6-12.7	54.3-58.8	129-137
50kWh	132	84	11.7	174	0

VOLKSWAGEN

Polo 5dr hatch £20,965-£32,570 ★★★★½

A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
1.0 TSI 110	108	121	9.9	53.3-54.3	118-119
2.0 TSI GTI	204	149	6.5	39.8-41.5	155

Golf 5dr hatch £26,945-£44,550 ★★★★½

New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1510 **Kerb weight** 1231kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI Evo 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI Evo 150	148	139	8.9	50.4-51.4	124-128
1.4 TSI eHybrid	201	137	7.4	235.4	21-26
1.4 TSI GTE	242	140	6.7	235.4	27-28
2.0 TSI GTI	242	155	6.4	38.2	169
2.0 TSI 300 GTI	296	155	5.6	38.2	167
2.0 TSI 320 R 4Motion	296	155	4.7	36.2	177
2.0 TDI 115	113	126	10.2	67.3-68.9	107-110
2.0 TDI 150	148	139	8.8	64.2	116-117
2.0 TDI 200 GTD	197	152	7.1	54.3	137

Golf Estate 5dr estate £27,935-£46,555 ★★★★☆

Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. **LxWxH** 4633x1789x1510 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.5	51.4	124
1.5 TSI 130	128	133	9.4	52.4	123
1.5 TSI 150	148	139	8.7	49.6	128
2.0 TSI R 4Motion	316	155	4.9	35.8	178
2.0 TDI 115	113	126	10.5	64.2	114
2.0 TDI 150	148	139	9.1	61.4	121
2.0 TDI 4Motion Alltrack	198	142	7.1	50.4	147

ID 3 5dr hatch £37,430-£43,185 ★★★½☆

A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
58kWh	201	99	7.3	261	0
77kWh	201	99	7.9	357	0

Passat Estate 5dr estate £38,490-£42,840 ★★★★☆

All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4917x1849x1568 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	133	8.9	44.8-45.6	144-151
2.0 TDI 150	148	130-132	9.1	56.5-57.6	128-132

ID 7 4dr saloon £55,570 ★★★★½

Electric replacement for Passat has eyes on Tesla as Volkswagen's first EV saloon. **LxWxH** 4961x1862x1536 **Kerb weight** 2172kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
77kWh	282	112	6.5	375-386	0

Arteon 4dr saloon £41,890-£59,405 ★★★½☆

VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI 150	148	137	8.9	42.8-44.8	144-151
2.0 TSI 190	187	149	7.9	36.2-38.2	168-178
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	137	9.3	55.4-58.9	126-134
2.0 TDI 200	197	147	7.9	51.4-54.3	137-145
2.0 TDI 200 4Motion	197	145	7.4	46.3	159

Arteon Shooting Brake 5dr estate £43,445-£50,355 ★★★½☆

Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4862x1871x1450 **Kerb weight** 1529kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI 150	148	135	8.9	42.2-43.5	145-153
2.0 TSI 190	187	145	7.9	35.8-37.2	171-179
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	135	9.4	54.3-57.6	128-136
2.0 TDI 200	197	145	7.9	50.4-53.3	139-147
2.0 TDI 200 4Motion	197	143	7.4	46.3	161

Touran 5dr MPV £33,980-£36,535 ★★★★☆

Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	118	11.4	39.8-40.9	154-162

T-Cross 5dr SUV £23,360-£31,585 ★★★★½

Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.5	47.9	132-133
1.0 TSI 110	108	117	9.9-10.4	42.8-48.7	132-149
1.5 TSI Evo 150	147	124	8.5	46.3-47.1	136-138

Taigo 5dr SUV £24,950-£33,675 ★★★½☆

Crossover-coupé-SUV-type thing fills a niche. Likeable enough. **LxWxH** 4266x1757x1518 **Kerb weight** 1407kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TSI 95	95	114	11.1	51.4	124
1.0 TSI 110	110	119	10.4	51.4-52.3	124-125
1.5 TSI 150	150	132	8.3	47.9	138

T-Roc 5dr SUV/open £28,540-£45,465 ★★★★½

VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1819x1573 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.0 TSI 110	108	115	10.8	43.5-46.3	133-146
1.5 TSI Evo 150	148	127	8.4	40.9-47.9	144-158
2.0 TSI 4Motion	188	135	6.8	36.2	177-178
2.0 TSI R 300 4Motion	298	155	4.9	31.7	201
2.0 TDI 115	113	116	10.4	56.5-60.1	137-146
2.0 TDI 150	148	124	8.8	50.4-53.3	140-146

Tiguan 5dr SUV £34,070-£45,415 ★★★★☆

An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI Evo 130	128	119	10.9	44.1-44.8	143-146
1.5 TSI Evo 150	148	126	9.2-9.4	38.2-42.2	143-168
2.0 TDI 150	148	125-127	9.4	47.1-50.4	146-157
2.0 TSI 320 R 4Motion	315	155	4.9	30.7	215

Tiguan Allspace 5dr SUV £36,620-£48,760 ★★★★☆

Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 TSI Evo 150	148	123	9.5-10.3	37.2-39.2	164-176
2.0 TSI 4Motion	188	132	6.2-7.7	32.5	193
2.0 TDI 150	148	126	9.7	44.8-47.1	164-165
2.0 TDI 150 4Motion	148	123-124	9.8	41.5	177-179
2.0 TDI 200 4Motion	197	132	7.8	40.4-41.5	176-184

ID 4 5dr SUV £42,640-£54,205 ★★★★☆

Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
150kW 77kWh	204	99	8.5	317	0
220kW GTX	299	112	6.2	301	0

ID 5 5dr SUV £45,860-£55,705 ★★★☆☆

Tech-heavy, practical sloping SUV is easy to live with, but rivals are sharper to drive. **LxWxH** 4599x1852x1615 **Kerb weight** 2167kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
150kW 77kWh	170	99	10.4	327	0
150kW 77kWh Performance	204	99	8.4	314	0

Touareg 5dr SUV £69,150-£80,710 ★★★½☆

Spacious, nice ride, quality cabin. Shame a fiddly infotainment lets it down. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
3.0 V6 TSI	335	155	6.1	27.2	251
3.0 V6 TSI eHybrid	375	155	5.9	na	na
3.0 V6 TSI eHybrid R	455	155	5.1	na	na
3.0 V6 TDI	227	138	7.7	34.4	215
3.0 V6 TDI 286	282	148	6.1	35.3	215

ID Buzz 5dr MPV £59,035-£63,835 ★★★★☆

Two decades of teasing finally gives way to a reinvented icon - and it was worth the wait. **LxWxH** 4712x2211x1927 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
77kWh	201	90	9.5	255-258	0

VOLVO

EX30 5dr SUV £33,795-£44,495 ★★★☆☆

Has some key strengths but not enough of them - and not enough Volvo pragmatism. **LxWxH** 4233x2032x1549 **Kerb weight** 1833kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
51kWh	268	112	5.7	213	0
69kWh single motor	268	112	5.3	296	0
69kWh dual motor	422	112	3.6	279	0

XC40 5dr SUV £35,895-£61,855 ★★★½☆

Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
1.5 T4 Recharge	208	112	8.5	113-135	47-57
1.5 T5 Recharge PHEV	258	112	7.3	117.7-141.1	45-55
2.0 B3P	160	112	8.6	42.7	152
2.0 B4P	197	112	7.6	36.7-39.2	162-176
69kWh Recharge	228	99	7.4	261	0
82kWh Recharge	402	112	4.9	249	0

C40 Recharge 5dr SUV £48,355-£62,805 ★★★½☆

Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
69kWh Recharge	231	99	7.4	269	0
82kWh Recharge	402	112	4.9	273	0

XC60 5dr SUV £47,570-£69,385 ★★★½☆

Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 B5P	246	112	6.9	36.7-38.1	168-176
2.0 T6 Recharge PHEV	335	112	5.9	282.1	23-64
2.0 T8 Recharge PHEV	384	112	5.5	282.1	25-64

XC90 5dr SUV £62,140-£83,130 ★★★★☆

Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0 B5P	246	112	7.7	32.4	198
2.0 T8 Recharge PHEV	384	112	5.4	217	28-76

EX90 5dr SUV £96,255-£100,555

Upcoming XC90 replacement is firm's most expensive car and longest-range EV. **LxWxH** 5037x2039x1747 **Kerb weight** na

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
111kW	404	112	5.9	363	0
111kW Performance	513	112	4.9	360	0

WELLS

Vertige 2dr coupé £40,000 ★★★★☆

Brings traditional British sports car values to an exclusive audience. **LxWxH** 1450x1752x1142 **Kerb weight** 850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
2.0	209	140	4.6	45.0	na

ZENVO

TSR-S 2dr coupé £1,300,000 ★★★★☆

Danish supercar employs a hammer-blow V8 and extreme aerodynamics. **LxWxH** 4815x2038x1198 **Dry weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg/range)	CO_2 (g/km)
5.8 S/C V8 Auto	1177	202	2.8	na	na

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SLIDESHOW

Intriguing Porsches that never made production

The precise location of the lesser-known part of Porsche's car collection is rather closely held, because it contains models that are incredibly rare. And coming from a company that has hit possibly more desirability home runs than any other, that makes them valuable. These, then, are cars the firm failed to act on – but they are intriguing nonetheless. Let's take a look.
RONAN GLON

Porsche 984 1984
The 924 filled the gap left by the 914 on the bottom rung of Porsche's line-up, but the company toyed with the idea of an entry-level mid-engined roadster. The light, aerodynamic and affordable 984 was designed to lure younger enthusiasts into showrooms, especially in the US, from where Porsche predicted the bulk of sales would come. It had a 2.0-litre flat four tuned to send 137bhp to the rear wheels via a manual gearbox. The cabin used 944 bits and pieces, and the fully finished interior shows how close the 984 came to production. However, development stopped abruptly when US new car sales dropped in the wake of the 1987 stock market crash. Still, the idea clearly remained in Porsche's mind, because it later conceived and then produced its mid-engined Boxster in 1996 – a key model that many say saved the firm from oblivion.

Porsche 597 Jagdwagen 1955
In 1955 the newly born West German Army wanted proposals for a low-cost, efficient four-wheel-drive vehicle in the Willys Jeep vein. The 597 was Porsche's response. Its first off-roader was a simple function-over-form car powered by a 356-sourced flat four placed behind the rear axle. Porsche didn't win the contract because the 597 was too expensive to make, and the company wasn't able to ramp up production in a timely manner. The contract went to the DKW Munga.

Porsche 928 Convertible 1987
The company's R&D department built an experimental 928 convertible in preparation for a possible production model to replace the topless 911. The convertible was pretty much standard 928 up to the belt line; above that, it gained a long deck lid and a soft-top, stored directly behind the passenger compartment. The conversion turned the 928 from a 2+2 into a two-seater and made it 50kg heavier. In 1988, the idea was ditched to save money.

Porsche 989 1988
Porsche believed a sporty, family-friendly saloon would help claw it out of a financial rut in the late 1980s. The 989 was envisioned as a four-door 911, but it ditched the air-cooled flat six for a 4.2-litre V8 related to an Audi unit. The 989 came close to production; a 1995 launch date was even locked in. But executives cancelled it in 1991 after realising the 989 would be too expensive to design and build, and the idea of a four-door Porsche was put on ice for more than a decade.

Porsche Panamericana 1989
The Panamericana was an exercise to freshen the 911's design after decades of evolutionary revision, and a toned-down version would have revolutionised the rear-engined sports car. A handful of its styling cues (note the slanted headlights) did make it to the 993-series 911 and the Boxster. The Panamericana's creators hoped it would spawn a limited-edition model, but the project was dropped for financial reasons.

Porsche 932 concept 1991
The 932 is one of the most enigmatic cars in the collection. It's the work of Italdesign, but Porsche says all information about the car's origins has been lost, and Italdesign doesn't even remember working on it. All we know is that it is one of four concepts ordered by Ulrich Bez, but it was never a candidate for production, so it's a not-so-nearly Porsche. Maybe it was too dramatic a departure from Porsche's contemporary design language.

Porsche Cayenne Cabriolet 2002
It's fair to say the Cayenne Mk1 SUV was by far the most controversial Porsche yet made, in design, intention and form. It was a startling success, but Porsche almost went further and considered chopping off its roof. The end result was more awkward than captivating, and the project was abandoned, but lessons were learned. An evolution of the prototype's elaborate folding roof went on to the 991-generation 911 Targa.

RONAN GLON